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A Recreational Strategy for Mountain Bike Use On Peavine Mountain

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Clemson Field Project

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Abstract

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Title: A Recreational Strategy for Mountain Bike Use on Peavine Mountain

Abstract:

In 1988, the Toiyabe National Forest, Carson Ranger District, acquired lands in a legislative transfer from the Bureau of Land Management in the National Forest and Public Lands Nevada Land Enhancement Act (Public Law 100-500). Legal public access to Peavine Mountain is almost gone as development continues along the urban interface, closing off traditional access routes.

With increased residential development along the Carson Front Range, the need to provide local recreational opportunities is evidenced by a variety of uncontrolled recreational activities including motorized and mechanized trespass into the Mt. Rose Wilderness and the development of user created trails on National Forest System lands adjacent to urban developments. The increased popularity of the mountain bike has made Peavine a favorite area to ride. Mountain bike use is heavy with no established trail system resulting in development of social trails.

This project defines recreational opportunities for mountain bike use in the Peavine Mountain area based upon and coordinated with other opportunities presently being offered by a variety of city, county, state, and federal agencies. It provides a profile of the mountain bike rider, discusses user conflicts, and indicates preferences for amenities. Critical access points are identified and prioritized for future efforts to preserve access to public lands. Opportunities to form partnerships with a variety of local organizations, governments, and retailers are identified.

Keywords: Mountain Bike, Access, Partnerships

Table of Contents

Abstract

Executive Summary 1

I. Introduction 3

A. Objectives 3
B. Partnerships 4

II. Literature Review 6

A. User Motivation and Profile 6
B. User Preferences 7
C. User Conflicts 7
D. Resource Concerns 7
E. Access Concerns 8
F. Management Implications 8

III. Methodology 11

A. Review of Existing Opportunities 11
State of Nevada 11
Bureau of Land Management 11
Washoe County Parks and Recreation 11
City of Reno 12
Toiyabe National Forest, Carson Ranger District 12

B. Review of Management Guidelines 12
Statewide Comprehensive Outdoor Recreation Plan and State Trail Study 12
Washoe County Department of Comprehensive Planning 13
Washoe County Parks and Recreation 14
Toiyabe Land and Resource Management Plan 14
Lahontan Area Resource Management Plan 15

C. Identification of Issues 15
Access to Public Lands 15
Review Legal Access Points 15
Review of Historical Records 15
Review of Ownership 16
Conflicts Among User Groups 16
Resource Concerns 16
Lack of Opportunities 16

D. Recreational User Survey 17
Development 17
Sponsorship 17
Distribution 17

IV. Discussion/Summary 20

A. Analysis of User Survey 20
User Profile 20
User Preferences 20
Critical Access Points 20
Conflicts Between User Groups 21
Preferences for Amenities/Trail Guides 21

B. Protection of Critical Access Points 26

C. Potential Trail Networks 26

VI. Recommendations 31

A. Develop Cooperative Assistance 31

B. Complete Land and Resource Management Plan Analysis and Direction . 31

C. Complete NEPA 31

D. Pursue Acquisition of Critical Access Points 32

E. Implement Trailhead and Route Signing 32

F. Pursue ISTEA Funding 32

G. Develop Mountain Bike Trail Guide 32

H. Monitor User Conflicts, Safety, and Trail Condition 33

I. Pursue County Ordinance 33

Maps

Map of Mountain Bike Trail Opportunities 18
Map of Peavine Mountain Critical Access Points/Trailheads 28

Figures

Figure #1 Mode of Travel 23
Figure #2 Preferred Access Locations 23
Figure #3 Compatability With Motorized Vehicles 24
Figure #4 Compatability With Non-Motorized Travel 24
Figure #5 Trailhead Amenities 25

Photographs

Encroaching Development Adjacent to National Forest System Lands 5
Seventh Street Access

Encroaching Development Adjacent to National Forest System Lands 10
Kings Row Access

Lack of Legal Access on Popular Mountain Bike Routes 19
Bell Road and White Lake

Critical Access Points 29
Keystone Canyon

Mountain Bike Riders 30
Keystone Canyon

Popular Access Points 34
Northgate Golf Course, Rancho San Rafael

Popular Access Points 35
Dog Valley Road, Kings Row

References Cited 36

Personal Contacts 38

Acknowledgements 39

Appendices

Appendix A User Survey, Results, Peavine Articles, List of Organizations
Appendix B Maps of Proposed Trail Corridors and Trailhead Locations
Appendix C Memorandum of Understanding, Washoe County
Appendix D Draft Mountain Bike Trail Guide
Appendix E Government Land Office Survey Plats

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Abstract:

In 1988, the Toiyabe National Forest, Carson Ranger District, acquired lands in a legislative transfer from the Bureau of Land Management in the National Forest and Public Lands Nevada Land Enhancement Act (Public Law 100-500). These newly acquired lands include Peavine Mountain, the geographic focal point of this study. Many of these lands are located adjacent to urban areas and are receiving significant use by recreationists. Historical use has included hiking, motorized travel, running, mountain biking, partying, and illegal dumping.

Legal public access to this area is almost gone as development continues along the urban interface, closing off traditional access routes. There will be no legal access to these National Forest System lands unless the City and County governments incorporate public access as a requirement of development approval.

With increased residential development along the Carson Front Range, the need to provide local recreational opportunities is evidenced by a variety of uncontrolled recreational activities including motorized and mechanized trespass into the Mt. Rose Wilderness and the development of user created trails on National Forest System lands adjacent to urban developments. The increased popularity of the mountain bike has made Peavine a favorite area to ride. Mountain bike use is heavy with no established trail system.

The purpose of this project is to provide a recreation analysis that: 1) Evaluates the existing opportunities for mountain bike recreation, 2) Substantiates the need to plan for recreational mountain bike use and to acquire public access in the Peavine area, and 3) Coordinates future trail planning efforts with other state, county, and local governments.

This project defines recreational opportunities for mountain bike use in the Peavine Mountain area based upon and coordinated with other opportunities presently being offered by a variety of city, county, state, and federal agencies. It provides a profile of the mountain bike rider, discusses user conflicts, and

indicates preferences for amenities. Critical access points are identified and prioritized for future efforts to preserve access to public lands. Opportunities to form partnerships with a variety of local organizations, governments, and retailers are identified.

I. Introduction

In 1988, the Toiyabe National Forest, Carson Ranger District, acquired lands in a legislative transfer from the Bureau of Land Management in the National Forest and Public Lands Nevada Land Enhancement Act (Public Law 100-500). These newly acquired lands include Peavine Mountain, the geographic focal point of this study. Many of these lands are located adjacent to urban areas and are receiving significant use by recreationists. Historical use has included hiking, motorized travel, running, mountain biking, partying, and illegal dumping.

One of the more popular recreation areas within Washoe County is Peavine Mountain. Peavine is located northwest of the City of Reno and offers a wide variety of semi-primitive motorized and non-motorized recreation opportunities. It is the watershed for Reno and provides deer winter range, threatened and endangered plant habitat, and contains a legacy of historic resources.

Legal public access to this area is almost gone as development continues along the urban interface, closing off traditional access routes. There will be no legal access to these National Forest System lands unless the city and county governments incorporate public access as a requirement of development approval.

In 1992, the Carson Ranger District Travel Map was revised to evaluate motorized travel routes on the district, including the acquired lands and areas now designated as Wilderness. Other recreational opportunities such as mountain biking were not addressed in this project.

With increased residential development along the Carson Front Range, the need to provide local recreational opportunities is evidenced by a variety of uncontrolled recreational activities including motorized and mechanized trespass into the Mt. Rose Wilderness and the development of user created trails on National Forest System lands adjacent to urban developments.

Portions of the Peavine area are within the Reno city limits and are part of Washoe County (population 255,000 in 1990). The increased popularity of the mountain bike has made Peavine a favorite area to ride. Mountain bike use is heavy with no established trail system. With the exception of motorized travel, recreational use is not regulated. Lands that were acquired from the Bureau of Land Management are presently being managed under the their Lahontan Resource Area Plan. The Toiyabe Land and Resource Management Plan has not been amended to incorporate these acquired BLM lands. Other lands that were acquired through third party exchanges will follow the Toiyabe's plan.

A. Objectives

The purpose of this project is to provide a recreation analysis that: 1) Evaluates the existing opportunities for mountain bike recreation, 2) Substantiates the need to plan for

recreational mountain bike use and to acquire public access in the Peavine area, and 3) Coordinates future trail planning efforts with other state, county, and local governments.

Comprehensive planning dealing with recreation and other resource issues will be addressed in the forest plan revision scheduled in 1997 - 1998 for the Carson Front Amendment. This project will define recreational opportunities for mountain bike use in the Peavine Mountain area based upon and coordinated with other opportunities presently being offered by other agencies. It will identify areas that provide critical access to public lands. These areas may require obtaining a legal easement, rights-of-way, or land exchange to protect access that is presently being used without legal right. Public access needs will be identified and prioritized for future acquisition projects. A draft guide to mountain bike trails for the Peavine area will be proposed as an educational tool to inform the public about opportunities and responsible use.

B. Partnerships

A benefit from this analysis may be future formation of partnerships and volunteer activities to assist the Forest Service in acquiring access, identifying potential routes, and signing approved trails. There are opportunities to form partnerships with the city, county, and state park agencies, interested publics, mountain bike groups, and retailers. Discussions with the City of Reno, Washoe County, and Friends of Peavine have identified a common goal to expand recreational opportunities within the county while protecting the natural resources of Peavine Mountain. The Forest Service presently maintains an agreement with Washoe County Parks and Recreation to promote and further recreational opportunities along the urban interface.

Encroaching Development Adjacent to National Forest System Lands

Seventh Street Access

II. Literature Review

A review of field projects from Clemson students, periodicals, and books provided insight to user preferences, conflicts, resource concerns, and access issues. More in-depth studies completed by Pacific Southwest Experiment Station presented a profile of the users, their preferences, and implications for land managers.

Never in the history of recreation has an activity or mode of travel had such an impact as mountain biking had on public lands. Managers, in many cases, did not anticipate the growth of the sport and were not prepared for its popularity. Over 25 million mountain bike riders exist nationwide. The sale of mountain bicycles has increased ten fold since 1983 (Chavez et. al 1995). The impact to public lands includes an increased demand for riding opportunities and an increased use in unregulated activities. There is such a variety of bike users, its popularity will most likely remain stable.

Before planning any recreational trail system, land managers would benefit by gaining an understanding of the users, their needs, and resource concerns. Following is a review of the literature including a user profile, user preferences, user conflicts, resource concerns, and management implications.

A. User Motivation and Profile

Why do people ride mountain bikes and who are these people? These questions were explored in several articles that focused on the motivation behind mountain bike riding and a profile of the individual.

Not all mountain bikers meet the stereotype of the "gonzo" rider careening down mountainous, single track trails without regard to other users. Many individuals do it for exercise and others do it for the thrill of hill climbing (Strickland 1995). Others found mountain biking a release to the pressures and stress of their daily jobs (Laitner 1995). "Mountain bikers are simply people with mountain bikes. We are old and young, rich and poor, female and male, cautious and crazed, fit and not-quite fit yet" (Strickland 1995). The sport has evolved to encompass social benefits. In California, mountain biking has been used to help disadvantaged youths by breaking barriers, building self-esteem, and providing exercise (Hansen 1995).

Hollenhorst et. al (1995) portrayed a typical mountain biker in southern California as male, mid-thirties, and with an income above $30,000. Most of the riders were physically fit and chose to ride for fun and enjoyment as opposed to riding for exercise. These riders were active recreationists that participated in other activities including day hiking, backpacking, car camping, and photography. Many riders came from large cities, were college educated, and preferred to ride with friends. There was also a heightened level of environmental awareness among these riders. Many believed that mountain bike use should be limited to designated routes to protect soils, scenic vistas, and vegetation. Mountain bike riders were willing to share trails and believed that they should follow the rules of etiquette.

B. User Preferences

A variety of surveys have been completed on a national level that identify preferences for trail design and riding opportunities. These preferences address terrain, distance, forest setting, proximity to human inhabitation, and trail network. Mountain bike riders preferred trails over roads that were 15-20 miles, offered loop opportunities, were located in remote forest settings with a view, encompassed varied terrain, and were identified with signs (Lloyd 1990, Hain 1986).

One component of Chavez's study was the preference for amenities (Recreational Mountain Biking 1993). Mountain bike riders wanted maps of trails with mileages, signs showing permitted use and prohibited use, water, toilets, parking, picnic areas, and showers. Not all of these amenities were deemed critical. Maps and signage were identified as the most critical.

C. User Conflicts

Since the explosion of mountain bikes in our adventure seeking society, conflicts with other users have become more common. Mountain bike riders are the new recreationists competing for a limited resource in heavily urban areas. Conflicts appear focused on social concerns about "turf". Involving these "newcomers" in trail planning and decision making can assist in understanding expectations of all users. In many instances of conflict resolution, mountain bike groups have assisted federal land managers by establishing trail etiquette guidelines (Chavez 1993).

In some communities mountain biking has become more than a sport. "It's War. These off-road emissaries from hell have made the atmosphere explosive on the trails" (Drake 1992). Conflicts may be both perceived and real in many areas. Around the San Francisco Bay area, particularly in Marin County, conflicts between mountain bikers, hikers, and equestrians have heightened.

Real conflicts associated with safety have not been well documented. To establish a baseline of information, the Pisgah National Forest developed a safety monitoring form (Palmer 1991). Many of the safety concerns expressed by opponents of mountain bikes on multiple use trails deal with the speed and relatively quiet approach of the bikes.

D. Resource Concerns

It is difficult to determine how much damage is caused by mountain bikes, when more than one user group utilizes a trail (Chavez 1993). In a recent study, 58 percent of the Forest Service recreation managers interviewed reported seeing evidence of resource damage. This included widening, braiding, rutting, user created trails, and short cuts. Impacts to soil resources were indicated by the occurrence of erosion resulting from skidding tire tracks and compaction. Wet trail riding, siltation damage, tread damage, and streambank damage were indicators of impacts to water resources (Chavez 1996 Draft). Scoping of a variety of recreationists resulted in the identification of specific resource issues

involving multiple use on trails. No monitoring information was available for resource damage caused by mountain bikes. The Pisgah National Forest made an effort to collect information by developing a five year monitoring program to verify resource damage caused by mountain bikes (Palmer 1991).

E. Access Concerns

The vast expanse of open land in Nevada encourages travel. In many instances, the public does not know who owns the land they are travelling on or through. "In order to invite the public to use an area of the Forest, we must first have the legal right for them to cross over any private lands" (Montoya 1990).

The forest transportation system is fundamental in the protection and use of National Forests. Roads and trails are developed and managed in the National Forest System for multiple uses. The primary purpose of the forest transportation system is to provide access to the resource (recreation, timber, fire protection, etc.). Section 205 of the Federal Land Policy and Management Act of 1976 (FLPMA) provides authority and guidelines to acquire access over non-national forest system lands by purchase, exchange, donation, or condemnation (Montoya 1990).

F. Management Implications

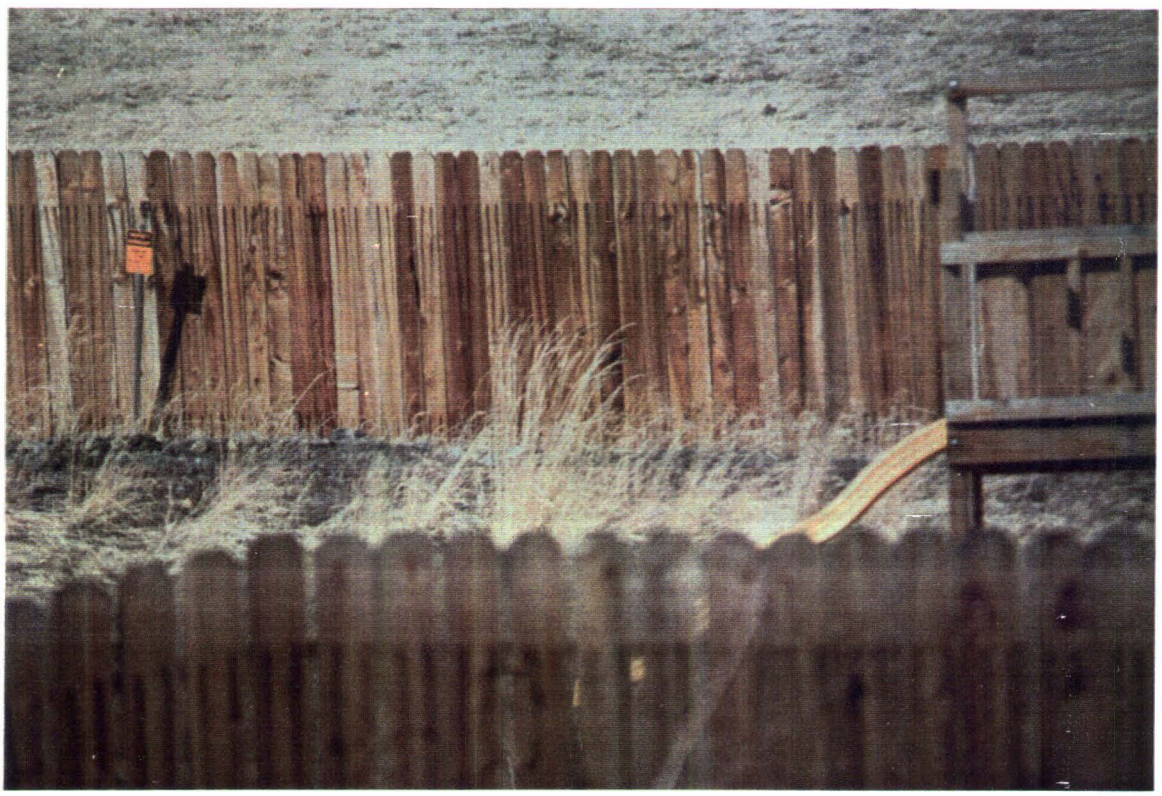
In a telephone survey of recreation managers completed in 1993, Chavez found that there was moderate to extensive mountain bike use with no designated areas set aside for mountain bike riding. Approximately one third of the respondents reported resource degradation and one half reported conflicts between bikers and other users (Chavez 1993). Some of the management challenges included new technological advances, increased trail maintenance needs with no increase in funding, the ability for mountain bikes to venture into remote areas, such as Wilderness, and safety concerns. In a more recent survey of National Forest managers, Chavez found that 53 percent of the Forests had provisions for mountain bike riding in their Forest plans. Managers expressed concerns regarding natural resources (42%), conflicts with other users (34%), safety (13%), illegal use in designated Wildernesses (13%), and growth of the sport (12%) (Chavez 1996 Draft). Methods to prevent resource damage, user conflicts, safety problems, and accidents were discussed under four major categories: information and education, personal interaction/partnerships/cooperation, visitor restrictions, and resource hardening and maintenance.

Undocumented decisions to close areas to mountain biking may result in land management plans being challenged. Many of the Forest land management plans were completed prior to the increased popularity of the mountain bike. Plans which are scheduled to be revised should include issues associated with mountain bike use (conflicts, safety, resource degradation). The popularity and growth of the sport will most likely continue to increase. This increase will often be most pronounced near large urban areas because of the sheer numbers of potential riders who can take advantage of local trails. Conflicts between users will also increase if preventative measures are not taken.

Land managers should evaluate access needs for their Forest. Access should be acquired for planned and future needs. Managers should recommend condemnation when other negotiations fail and assist landowners in the acquisition of rights-of-way needed to develop access for private lands in conjunction with the National Forest. Strategies could be developed to reduce the liability of the private landowner when public access is provided (Montoya 1990).

Encroaching Development Adjacent to National Forest System Lands

Kings Row Access



III. Methodology

A. Review of Existing Opportunities

Although the opportunities to designate trails are numerous, a cursory review of mountain bike riding opportunities in the vicinity of Reno showed that only a few trails have been marketed as mountain bike trails. Many of the public land managing agencies, such as the Forest Service and Bureau of Land Management do not actively promote any particular recreation use. Coordination between agencies is needed to link existing opportunities with potential trail networks on public land. Following is a review of existing opportunities on lands administered by state, federal, county, and city agencies.

State of Nevada

Spooner Lake State Park is located approximately one hour from Reno and is a renowned area for mountain bike use. Mountain bikers travel from around the world to ride the internationally famous Flume Trail. The Flume Trail is approximately 16 miles from Spooner Lake to the Ponderosa Ranch. There are 27 miles of dirt roads available in the park including the North Canyon Road and Hobart Resevoir Road. These trails are located within a one hour drive from Reno and offer approximately 43 miles of riding opportunities. Spooner Lake State Park has implemented speed limits on their trails and have focused on rider education.

Washoe Lake State Park is located within 45 minutes south of Reno. Numerous opportunities exist for mountain bike riders on dirt roads within the park and on adjacent lands administered by the Bureau of Land Management. No formal mountain bike routes are designated within the park; however, there are two trails offering approximately 19 miles of riding opportunity in the immediate area.

Bureau of Land Management

Areas both northeast and south of Reno provide more informal opportunities for mountain bike use. The majority of lands administered by the Bureau of Land Management are managed under the philosophy of multiple use trails with a strategy of "finding your own way." There are no specific designated areas for mountain bike use. The opportunities are consistent with a semi-primitive motorized or non-motorized Recreational Opportunity Spectrum (ROS) classification. The BLM offers approximately 2000 miles of trails for motorized and non-motorized travel in the Lahontan Resource Area, including Off-Highway Vehicles, mountain bikes, equestrians, and hikers.

Washoe County Parks and Recreation

Most of Washoe County's regional park network offers multi purpose trails available for hiking, walking, running, and bicycling. No formal trail system exists or is identified as a mountain bike route. Rancho San Rafael Park provides access to opportunities on

National Forest System lands, including a popular ride through Keystone Canyon. Galena Creek Park offers a six mile bicycle route that accesses National Forest System lands.

City of Reno

Within the City of Reno, the Truckee River Trail and the Crooked Mile Trail provide opportunities for bicyclists; however, there are no trails designated exclusively for mountain bike use.

Toiyabe National Forest

Within a one hour drive, Reno based mountain bike riders can take advantage of an extensive road network that exists on the Carson Ranger District. Some of these routes are former logging roads closed to motorized use. None of these opportunities have been promoted or signed exclusively as mountain bike routes. With the increasing popularity of mountain bike riding, there is a need to evaluate the demand and determine if more routes need to be developed or designated.

B. Review of Management Guidelines

A review of management guidelines for the local jurisdictional agencies revealed many similarities. Most of the agencies shared common goals of providing recreation opportunities for mountain biking and working cooperatively with other land managing agencies.

Statewide Comprehensive Outdoor Recreation Plan and State Trails Study

The latest revision of Nevada's Statewide Comprehensive Outdoor Recreation Plan (SCORP) was completed in 1992. Many of the issues that have evolved during the State's planning process have historically re-occured. Two out of the ten issues identified in the SCORP are directly related to trail use despite the lack of analysis regarding mountain bike opportunities. Issue #5 discusses the growing concern for protecting public access to public lands. Many recreational areas become "land-locked" and unavailable for public enjoyment. The State's policy is to pursue and promote the acquisition of land for recreation purposes and to maintain public access across private lands. Issue #9 identifies the need to provide recreational trails throughout the state, in both urban and rural areas. A variety of activities have become more popular in recent years, such as walking and riding. The desire for personal fitness has increased. The demand for trails in urban areas that interconnect with rural areas to accomodate a variety of activities is an important issue.

The State Trails Study for Nevada, a part of the SCORP and completed in 1978 identified 86 percent of the lands in Nevada are under federal jurisdiction. Nevada State Park's role is to provide coordinated trail planning to federal, regional, and local agencies in the planning, financing and development of new trails and facilities. This study was prepared

as an amendment to the 1977 SCORP. Most of the goals and objectives were related to foot, horse, and Off-Highway Vehicle travel. Bicycling was not studied.

The action plan for the State Trails Study included identifying corridors of state-wide significance. All planning and future development of new trails would be in alignment with these corridors. Access to public lands and existing trails needed to be improved particularly in and around urban areas. Two of the proposed corridors involve National Forest System lands in addition to other local county, and federal government agencies.

Acquisition alternatives were included in this trails study. Some of these alternatives included 1) Purchase title fee simple, 2) Lease arrangements, 3) Purchase of easements, 4) Gifts of dedications, 5) Zoning, 6) Transfer of underutilized lands presently held in public ownership to agencies suitable for trail development.

Washoe County Department of Comprehensive Planning

During a multi-year planning process, the County developed an Open Space Plan which proposes trail networks across local, county, state, and federal lands and emphasizes cooperative management of these lands.

Population projections that were included in the County's Open Space Plan estimated that by 2015 over 400,000 individuals would reside in the county. The draw to Washoe County is the attractive landscape and numerous recreational opportunities. One quality-of-life factor in the community is the existence of open space which helps attract people and economic growth to Washoe County. Preservation and maintenance of open space can provide and enhance additional recreational opportunities.

The Open Space Plan evaluates resources needing protection that are considered components of open space needing protection. These types of resources include:

1) The Truckee River Corridor,
2) Wetlands,
3) Lakes, streams, riparian corridors and playas,
4) Sensitive species habitat,
5) Trails, abandoned railroad rights-of-way, utility corridors and bikepaths,
6) Significant wildlife habitat and wildlife migration corridors,
7) Unique visual and scenic areas, viewsheds, scenic vistas, vista points and scenic roadway corridors,
8) Visually important ridge lines, hills, mountains, rock outcroppings and canyons,
9) Historic and pre-historic cultural resources,
10) Agricultural lands with open space significance,
11) Identified watershed recharge and protection areas,
12) Undeveloped areas in regional parks.

The trails resource type includes areas that have the potential for use as trailhead parking and staging areas. These sites are important for a well designed and functional trail

system. They may double as key parcels or easements that are needed for access to public lands and the trails beyond. Adequate access is identified as a priority for the Regional Open Space Program. Using a trail corridor concept in planning the initial stages of a trail system will identify potential access needs (Appendix B).

Public lands should not be included in the open space system unless they possess one or more of the designated open space resources stated above.

The Open Space Plan identifies policies and action programs to protect areas that are suitable under the criteria. For example OS.1.5 states "Acquire, through purchase and donation, land or rights in land for a regional trail system." The plan also developed an Open Space Acquisition Criteria and Implementation Program. The criteria is based upon 1) Consistency with adopted plans, 2) Proximity and geographic balance, 3) Threat of loss, 4) Acquisition Cost, 5) Public and political support, 6) Use and utility, 7) Manageability, 8) Opportunity for interagency coordination, 9) Availability of funding.

Washoe County Parks and Recreation

The Department of Parks and Recreation has developed and implemented it's Trails 2000 plan which focuses mainly on hiking trails. As part of Washoe County's master planning effort for 1996, park districts 1A, 1B, and 2A will be included in the update for Peavine, the Sierras, and the North Valley following many of the recommendations identified in the County's Open Space Plan. Washoe County primarily uses existing routes in trail planning and location. The County's goal is to link trail systems with those on public land.

Toiyabe Land and Resource Management Plan

Since the federal lands in the Peavine area were transferred from the Bureau of Land Management in 1988, there has been no management direction developed. A forest plan amendment or revision is needed to establish direction for management of these lands and additional properties acquired in 1994. This amendment has been scheduled for 1997 - 1998. Two management areas identified in the Toiyabe Land and Resource Management Plan are located within the vicinity of Peavine Mountain. These are the Carson Front Management Area and the Dog Valley Management Area. No management direction exists for these areas that is specific to mountain bike trail planning or use.

The forest plan does provide direction in Section IV-79, the Carson Front Management Area, to work with local and county agencies to promote recreational opportunities in these areas. In 1992, a Memorandum of Understanding was developed with Washoe County Parks to "cooperate jointly in the planning, development, operation and maintenance along the urban interface for proposed hiking trails, trailhead facilities, interpretive and environmental education programs, campgrounds, environmental education centers, land and rights-of-way acquisitions, etc., on County and National Forest System lands..." (Appendix C).

Carson Front Management Area direction also includes references to the then-proposed Mount Rose Wilderness. The direction given is to manage Mount Rose as a proposed Wilderness to protect its wilderness characteristics. In 1989, The Nevada Wilderness Act designated Mount Rose as a Wilderness. With this designation, the use of mountain bikes is no longer permitted.

Lahontan Area Resource Management Plan

Since the Toiyabe Land and Resource Management Plan has not been amended or revised to provide direction for the Peavine area, the Forest Service is required to use existing land management plans developed by the Bureau of Land Management for the transferred lands only. The Lahontan Area Resource Management Plan discussed motorized use. The Peavine area was designated as "limited use" which permitted motorized travel only on existing routes. This direction was incorporated into the Carson Ranger District Travel Plan update in 1992 for motorized use. The goal of this management plan was to maintain semi-primitive opportunities for either motorized or non-motorized use.

C. Identification of Issues

Many of the concerns identified at the national level vary from those that are of local significance. Local issues were identified during discussions with other land managing agencies, recreation providers, and users. A recreation preference survey developed for this project. The purpose of the survey was to verify issues of national concern and to identify new issues that occur locally. Individual concerns were expressed over access to recreational opportunities and potential conflicts with other user groups as a direct result of the close proximity of public lands to the Reno urban area.

Access to Public Lands

Review of Legal Access Points

An overview of key access points to the Peavine Mountain area revealed limited legal entry to the area. Although many access points are owned by the city and county, frequently the land beyond these areas is privately owned. This reflects the need not only to preserve public access, but also to acquire easements, rights-of-way, donations, or exchanges.

Review of Historical Records

Helen Leveille from the Nevada Public Access Coalition confirmed that the majority of land that comprises Peavine Mountain was formerly under private ownership. Prior to that, the area had been lands under public domain. A review of the Government Land Office survey plats from the late 1800's show many roads and trails for the Peavine Mountain area (Appendix E). A more in-depth review of these records and survey notes is needed to determine if present day routes are historic public access under RS2477. RS2477 is legislation which defines a statutory right for access based upon specific criteria

including a history of maintenance completed. Depending upon these findings, the Forest Service could pursue designation of these routes as public access with Washoe County.

Review of Ownership

The Friends of Peavine have completed extensive research for land status information for the Peavine Mountain area. Approximately 22,000 acres are under private ownership and 19,000 are National Forest System Lands. Only a small portion of the 22,000 acres identified as private land is owned by the City of Reno or Washoe County. Some of these private parcels are part of a third party land exchange that the Forest Service, Friends of Peavine, and the American Land Conservancy are in the process of acquiring.

Conflicts Among User Groups

Prior evaluation of the Peavine area during the revision of the Carson Ranger District Travel Map indicated that conflicts between motorized and non-motorized users were occurring. This occurrence was presumed to be a result of an increase in development adjacent to Peavine Mountain and its general popularity. Actual conflict between users groups will be evaluated in the user survey (Appendix A). Future trail planning efforts may be influenced by these conflicts.

Resource Concerns

The Forest Service has not played an active role in providing recreation opportunities on these newly acquired lands. With the exception of motorized travel, none of the existing uses have been regulated. Resource concerns include impacts to wildlife, water quality, soil stability, heritage sites, sensitive plants, and visuals. Monitoring of Peavine Mountain has shown a variety of activities are occurring, including the construction of unauthorized or unplanned trails. Many single track trails have scarred the hillside with a maze of routes to the same location. Some of the users have expressed concern over this unplanned approach to trail construction. In some cases, trails that were built only three years ago have been abandoned because they have become too rocky. The finer soils have since eroded leaving only bedrock material. These trails were built by individual mountain bike riders without approval from the Forest Service. None of these trails are in compliance with the National Environmental Policy Act.

Lack of Opportunities

The lack of opportunities for mountain bike riding is evident by the earlier review of opportunities within a one hour drive of Reno. The popularity of specific areas on Peavine Mountain is thought to be directly related to the location of housing development and easy access. It is believed that a large majority of the users are local homeowners. The results of the user survey will confirm and identify areas that are receiving concentrated use.

D. Recreational User Preference Survey

Development

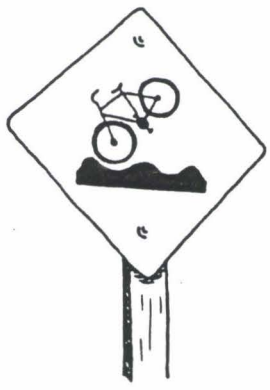
The user preference survey (Appendix A) was developed from a variety of other surveys completed by Clemson Short Course participants and from the Pacific Southwest Experiment Station. The objectives of the survey were 1) to determine the types of recreation occurring on Peavine Mountain and a profile of the user, 2) to locate the major access points to existing opportunities on Peavine Mountain, 3) to determine what types of conflicts, if any, are occurring between users, 4) To determine what facilities and other amenities are desired by mountain bike riders.

Sponsorship

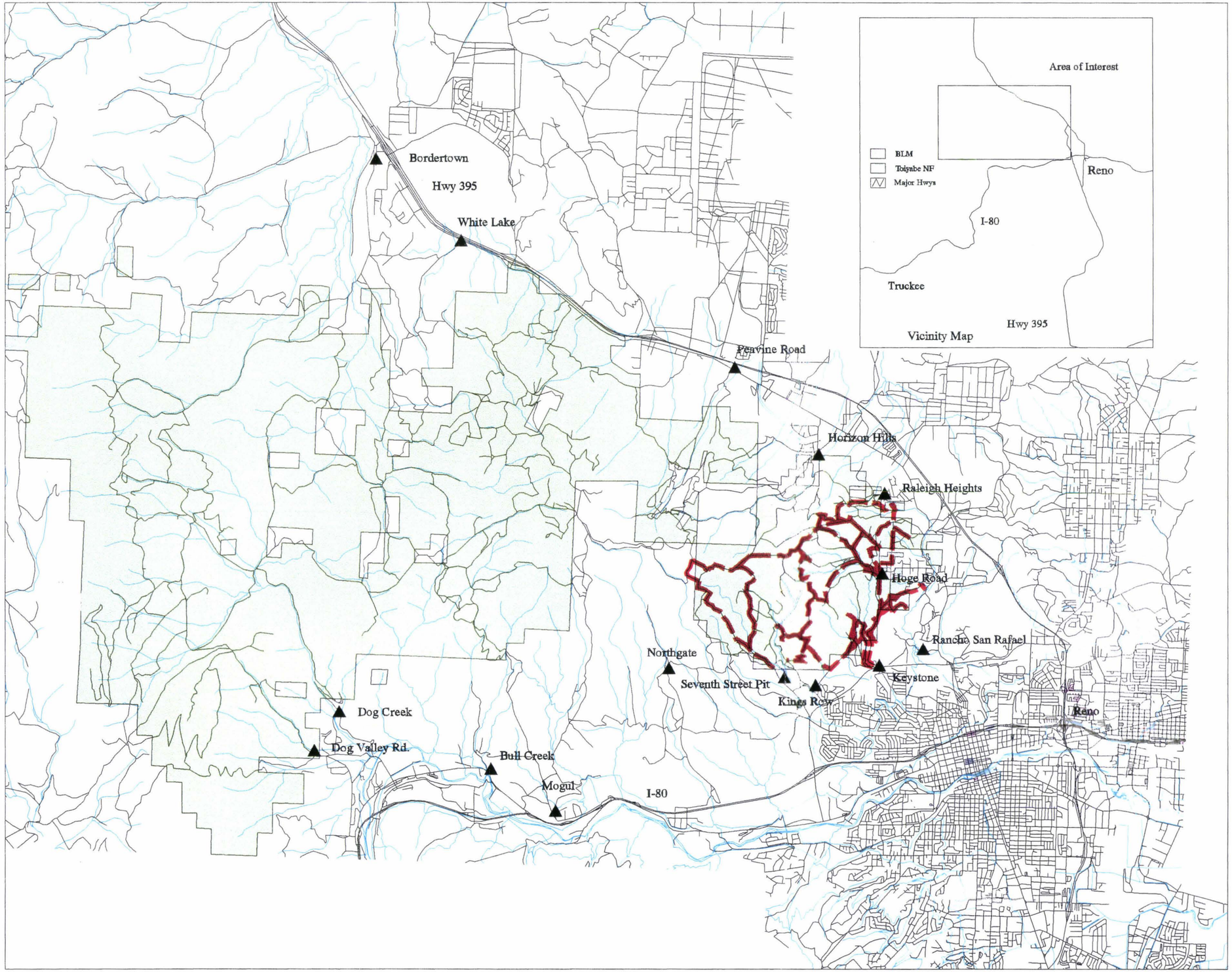
Working with the Friends of Peavine who sponsored this survey, the Forest Service's objective was to reach as many recreation users of Peavine Mountain as possible given the season of the year. Winter mountain bike use is at a minimum in the Peavine area when it is covered with snow. A presumption was made that most users were not associated with a mountain bike organization, such as International Mountain Biking Association. This made a mail in survey not practical for lack of mailing addresses. The goal was to reach these individual riders that were not affiliated with any organization.

Distribution

The primary method of distribution of the user preference survey was through the Reno Gazette Journal. The newspaper published the survey and articles related to mountain biking for the Friends of Peavine with a cut out coupon format for the responses. The Reno Gazette Journal was the clearing house for the mail in survey responses. Surveys were also distributed at the chapter meetings for the Sierra Club and Audubon organizations. The Friends of Peavine compiled the responses to the survey and provided the information to the Forest Service.



Peavine Mountain Critical Access/Trailheads



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Toiyabe National Forest

Existing Roads

Drainage

Designated Routes

Proposed Trail Heads

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MILES

Source: 1:24,000 Basemaps

Lack of Legal Access on Popular Mountain Bike Route

Bell Road and White Lake

IV. Discussion

A. Analysis of User Survey

The survey substantiated known issues and identified others from recreational users of Peavine Mountain. Approximately 218 individuals responded to the survey. Many of the respondents selected more that one answer to each question and did not identify a primary mode of travel. This resulted in an inability to evaluate the responses with any statistical integrity. Survey respondents who selected their primary mode of travel as a mountain bike were analyzed further and will be summarized below. Complete results from this survey may be found in Appendix A. The discussion will focus on the objectives of the study that were outlined earlier.

User Profile

One of the objectives of the survey was to construct a user profile, including the primary mode of travel, distance travelled, number of visits per week, and the amount of time spent engaged in a particular activity. Figure #1 shows the distribution of activities occurring on Peavine Mountain. Thirty-seven percent of the recreationists were exclusively mountain bike riders (54 percent included other forms of recreation in addition to mountain biking). Of these riders, 62 percent used Peavine one to two times per week. Forty-three percent of the riders were spending approximately two hours per visit recreating on Peavine Mountain. Fifty-seven percent of the riders travelled 11-20 miles per trip. Approximately 15 percent of the respondents were associated with a bicycle organization. Individuals not associated with any organizations are difficult to scope for future trail planning efforts.

User Preferences

Ninety-eight percent of the users preferred varied terrain. The majority of the riders desired single track trails or dirt roads. The type of experience these riders were seeking was to be away from human activity. The most desirable type of trail opportunity riders wanted consisted of loop trail systems. Trails incorporating user preferences should consist of varied terrain, 11 to 20 mile loop networks, and be located away from human activity.

Critical Access Points

The most popular access point to the Peavine area was identified as Keystone Canyon. Fifty-five percent of all respondents preferred this location. Sixty-five percent of the "true" mountain bike riders selected Keystone Caynon as the preferred access to Peavine Mountain. Figure #2 shows other important access points including Northgate Golf Course, Mogul, Bull Creek, and Rancho San Rafael Park. The popularity of these areas, the extrapolation of distance travelled, and the number of hours riding indicate that the majority of use is occurring on the south side of Peavine Mountain. A map illustrating preferred access points to Peavine, as identified by all respondents, was developed for future acquisition needs (see Map of Critical Access Points pg. 28). Private lands in this

area are being developed up to the National Forest boundary without any access to public land being preserved.

Another issue associated with access was the damage created by off-road vehicle activity and bicyclists creating new trails along key wildlife areas such as washes. One respondent stated: "If parking lots were created at trailheads that prevented vehicle access some protection might be possible. It is time that Washoe County and the cities recognized the damage their expanding developments are creating of federal public lands and took responsibility for minimizing it."

Conflicts Between User Groups

Motorized use was perceived to be incompatible with hikers, equestrians, runners, and mountain bike riders on the same travel route (Figure #3). Over 50 percent of the respondents identified that motorized and non-motorized uses were not compatible. Ninety-four percent of the mountain bike riders believed they were compatible with hikers and runners; whereas, only 75 percent thought they were compatible with equestrians (Figure #4). Most of the respondents identified safety (53%) or resource (35%) concerns as the reason for their response.

One of the concerns regarding multiple use on trails was related to safety. Comments received from recreationists stated that mountain bikes had surprised them on the trail and bike speed was excessive. It appears that mountain bikes can coexist with other non-motorized users if some simple measures of courtesy and trail etiquette are practiced. The motto "courtesy prevails" was introduced by one respondent as a solution to minimizing conflicts. Educating all trail users about courtesy would reduce ignorant behavior.

Additional comments regarding user safety included concerns related to target shooting. Several individuals stated that the Peavine area is used heavily by individuals for target practice. During their recreational visits to Peavine, many individuals experienced bullets "whizzing by" their heads. They felt that their safety was in jeopardy and wanted the Forest Service to correct the problem. One comment stated, "Please note that something must be done about people using this area for target practice. I was walking three weeks ago and a bullet went right over our heads near the park in Raleigh Hts. The Forest Service must post congested area signs before someone is hurt."

Preference for Amenities/Trail Guides

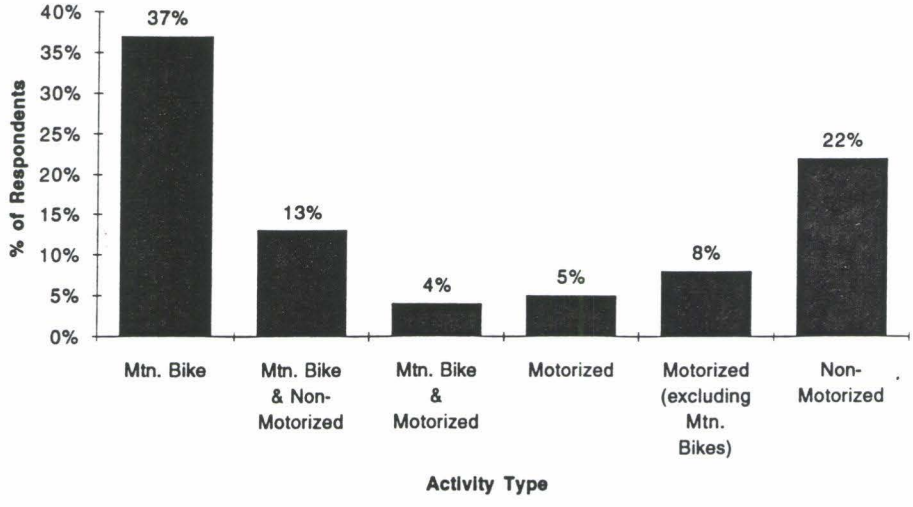
Thirty percent of the respondents desired no additional facilities (Figure #5). However, the majority of respondents requested signs indicating trail length (47%) and trail maps (36%). Providing signs and maps to locate these opportunities would meet the rider's need for trail information.

Riders preferred a pocket size map (56%) with information on trail distance and elevation. Approximately 54 percent of the respondents were willing to pay two to five dollars for a

trail guide. Riders sought information from a variety of sources, including friends, local bike stores, and the Forest Service. Others chose to explore the Peavine area individually for riding opportunities.

The need for other amenities, such as restrooms, drinking water, etc., was not as important as the riding opportunity itself. Most riders commented that they would be satisfied with a trail and a map, spending only a short period of time at the trailhead.

Figure #1 Mode of Travel



*Non-Motorized Travel Includes Hikers, Runners Horse Riders

Figure #2 Preferred Access Locations

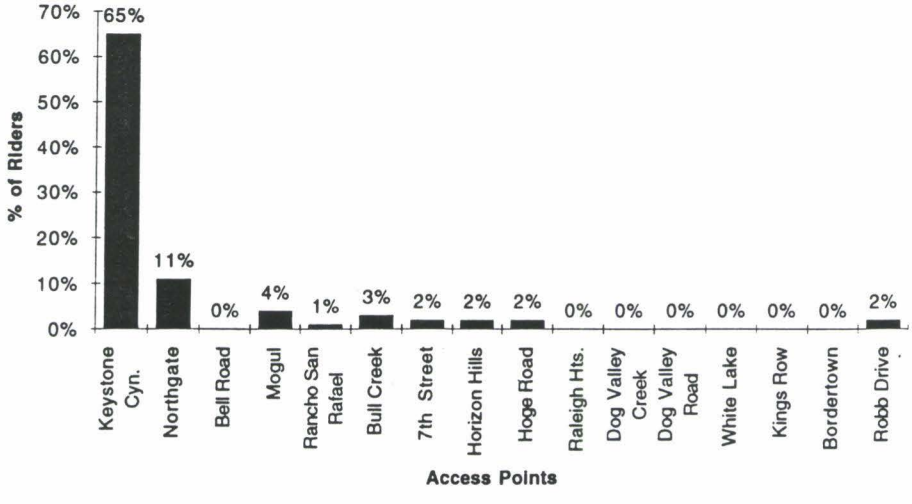


Figure #3 Compatability With Motorized Vehicles

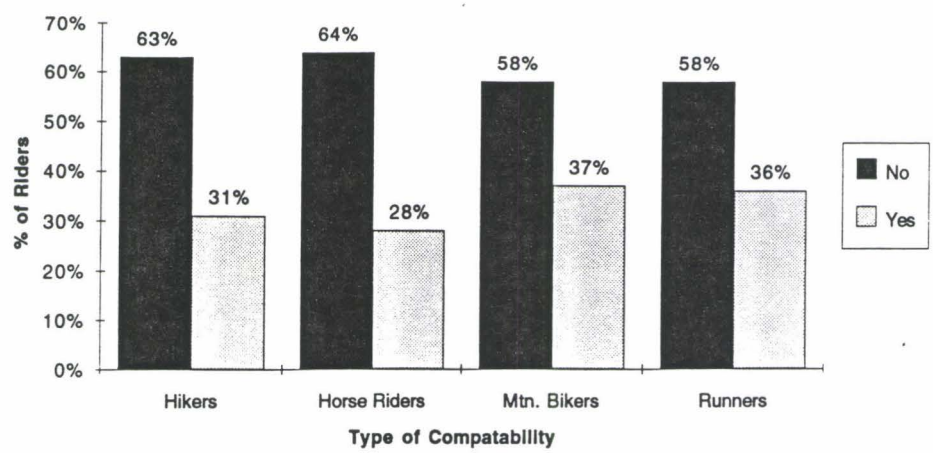


Figure #4 Compatability With Non-Motorized Travel

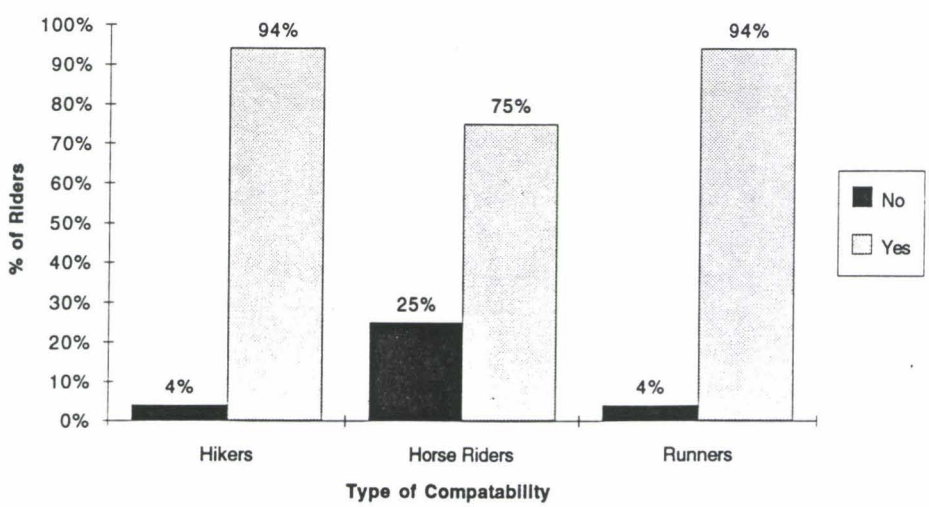
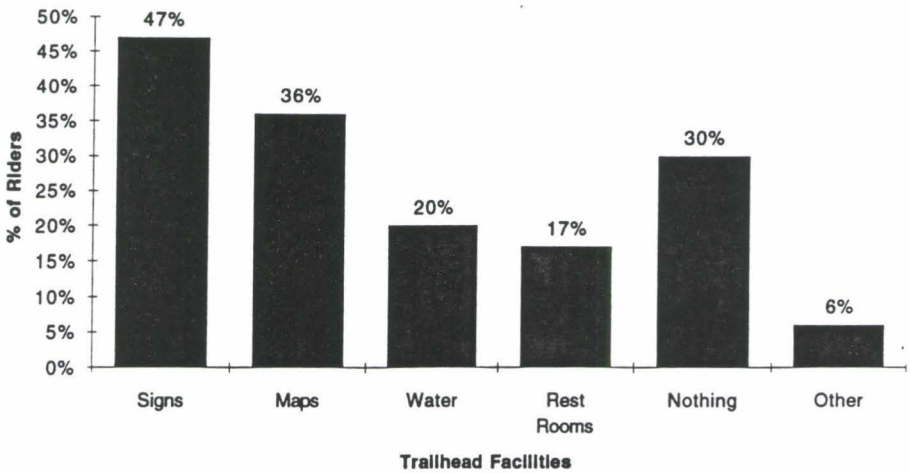


Figure #5 Trailhead Amenities



*Some Respondents Selected Multiple Categories

B. Protection of Critical Access Points

Discussions with representatives from local agencies and results of the user survey indicate the following access points need to be protected by acquiring easements, rights-of-way, or exchange for other National Forest System lands. Listed in priority, the following areas are needed to preserve public access to Peavine Mountain for all recreational opportunities. Pending acquisition of legal access, these areas may be developed as trailheads.

1. Keystone Canyon
2. Northgate Golf Course
3. Bell Road
4. Mogul
5. Rancho San Rafael
6. Bull Creek
7. Seventh Street
8. Horizon Hills
9. Hoge Road
10. Raleigh Heights
11. Dog Valley Creek
12. Dog Valley Road
13. White Lake
14. Kings Row
15. Bordertown

C. Potential Trails Network

The diversity of ownership within the project area indicates a need to evaluate trail systems on both public and private land. It also indicates a need for various public agencies to work together to develop effective trail systems. There are opportunities to link existing trail systems if access and easement issues can be resolved. Following is an overview of the existing or planned trail networks.

Washoe County Open Space Plan

Potential trail routes and trailhead locations were identified in the Open Space Plan. These proposed corridors should be evaluated to determine if they are consistent with opportunities already identified on Peavine Mountain (Appendix B).

SCORP Corridors

Many of the corridors identified in the SCORP were not included in Washoe County's Open Space Plan. Since the County's plan is more current, the corridors identified in SCORP will not be evaluated further.

Washoe County Parks and Recreation Trails 2000

Washoe County provided comments during the formulation of the Open Space Plan. The conceptual trail network that was developed will be used to identify route opportunities on National Forest System lands on Peavine Mountain.

City of Reno Green Belts

The City of Reno has small parcels of green belts identified in many of the approved subdivision plans. These green belts may provide opportunities to link trail systems occurring on private land with those planned for Peavine. Trailheads may be located on the City's property.

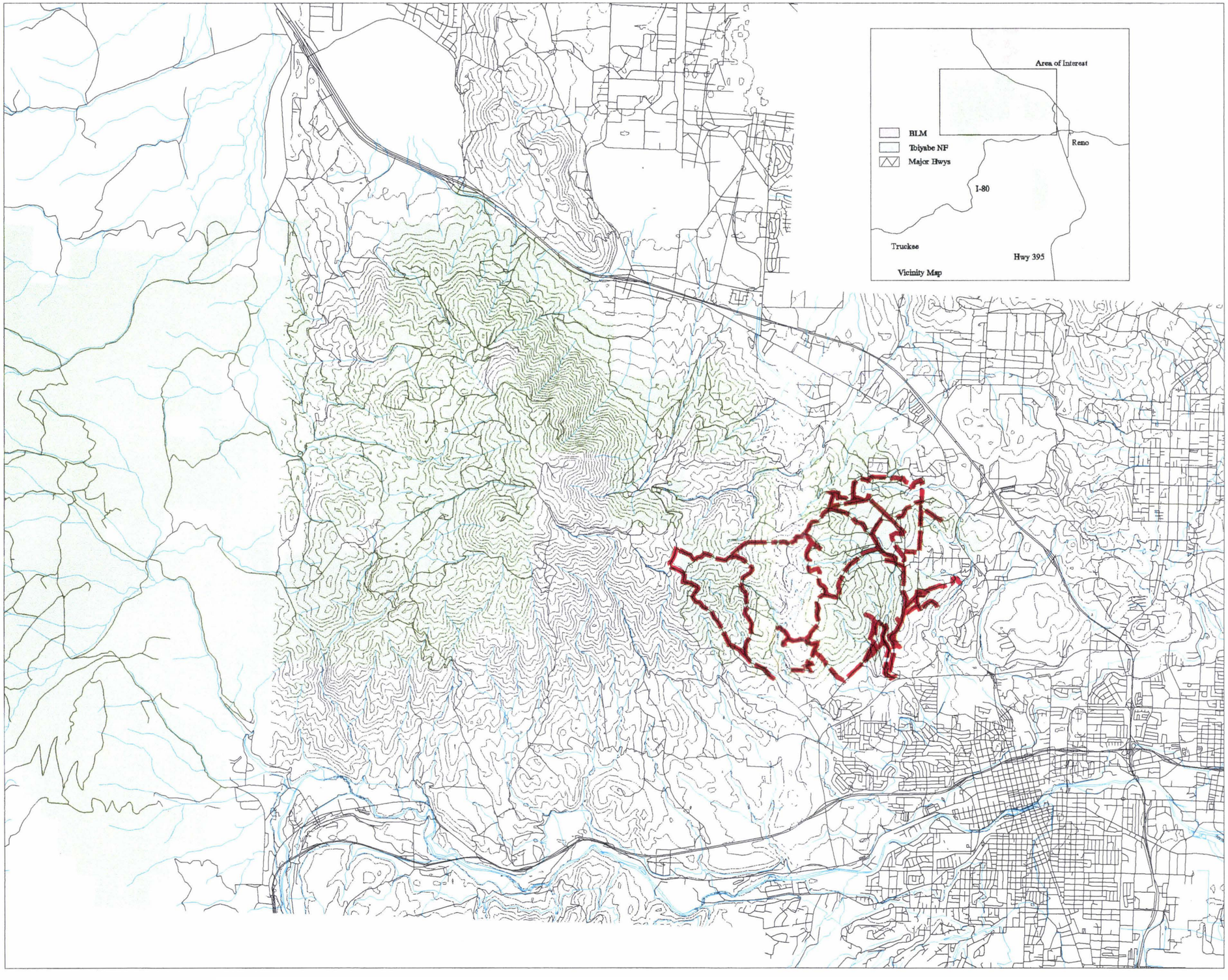
Private Landowners

Through trail easements or land exchanges, there is a potential to link trails originating of either private land or public land to Peavine Mountain. The Forest Service has been actively involved in reviewing subdivision development proposals with both the City of Reno and Washoe County. Careful review and coordination with private developers and planning agencies may further development of future trailheads and secure access to public lands through these subdivions.

Toiyabe National Forest

Many routes that are closed to motorized travel in the Carson Ranger District Travel Plan may provide opportunities for mountain bike and other non-motorized trails (see Map of Existing Roads/Trail Opportunities). Future trail construction may be necessary to link existing routes with proposed trails. Other potential routes were identified by mountain bike riders and should be pursued during the environmental analysis of route alternatives.

Mt. Bike Trail Opportunities



Existing roads are potential trail opportunities for non-motorized travel.

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Toiyabe National Forest

Existing Roads

Drainage

100 ft. Contours

Designated Routes

Proposed Trailheads

FOREST SERVICE
USDA
DEPARTMENT OF AGRICULTURE

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Critical Access Points

Keystone Canyon

Mountain Bike Riders

Keystone Canyon

VI. Recommendations

A. Develop Cooperative Assistance

Stakeholders in the development of a mountain bike trail system and acquisition of critical access points include local, county, federal agencies in addition to organized user groups. Coordination and involvement at the county planning level will provide for well developed trail systems that complement county recreation plans in urban areas. Individuals that were contacted throughout the duration of this project were willing to assist in identifying potential routes, researching historical records, organizing fund raising events, and constructing trails.

The Development of partnerships through Challenge Cost Share Agreements or Memorandum of Understandings would help form mutual expectations and solidify the commitment to this project. The following is a list of individuals or groups contacted throughout this project who expressed interest in assisting the Forest Service in completion of a trail system on Peavine Mountain.

Washoe County Department of Comprehensive Planning, Bill Whitney
City of Reno, Brent Boyer
Washoe County Department of Parks and Recreation, Karen Mullen
Friends of Peavine, Kirk and Annaleise Odencrantz
Nevada Public Land Access Coalition, Inc., Helen Leveille
Sierra Club, Marge Sill.
Audubon, Ken Pulver
Great Basin Bicycles, Ray Miskimins

Other potential partners include the following:

Bicycle Bananas, Dan Brown
Procrastinating Peddlers
Reno Wheelman
Nevada State Parks, Steve Weaver
Northern Nevada Native Plant Society, Lynda Nelson
National Forest Foundation
Nevada Department of Wildlife

B. Complete Land and Resource Management Plan Analysis and Direction

Amend the Toiyabe Land and Resource Management Plan to include these lands to ensure that goals and objectives are consistent with other resources. Develop a trail system plan tiered to forest plan direction and coordinate with county and city plans. This would help guide future land acquisition and signing.

C. Complete Requirements Identified Under National Environmental Policy Act

Through the user preference survey, preliminary issues, concerns and opportunities have been identified. More in depth scoping is needed to evaluate existing routes and formulate alternatives to complete the NEPA requirements to develop a trail system.

D. Pursue Acquisition of Critical Access Points

Several critical access points were identified. These locations should be researched to determine if they meet the criteria under RS 2477. The Nevada Public Land Access Coalition, Inc. has already offered their services in assisting the Forest Service to research records and pursue access. The Forest Service should then petition Washoe County to adopt these proposed trailheads as public access. If there is no documentation of previous use on private lands, other methods of acquiring access should be pursued. This may include public dedication as part of County approval of proposals or federal easement acquisition. Other options would be to integrate and coordinate with other state and county transportation systems.

Pursue trailhead parking development with city and county agencies. Evaluate opportunities to have developers construct these parking areas in exchange for easements, rights-of-ways, or exchanges.

E. Implement Trailhead and Route Signing

Upon completion of the NEPA requirements, the Forest Service can enlist the assistance of volunteer bicycle organizations, such as the Reno Wheelman, Procrastinating Peddlers, or IMBA to construct trail, install route markers and trailhead signing.

F. Pursue ISTEA Funding

Funding sources exist for trails projects through the Intermodal Surface Transportation Efficiency Act (ISTEA). Through ISTEA grants, the Forest Service or partners can request funding to purchase trail route markers, trailhead signs, or develop trail guides.

G. Develop Mountain Bike Trail Guide

Specific items, such as distance and elevation, need to be included in a trail guide. Funding sources may be through federally appropriated dollars, challenge cost share agreements, partnerships with mountain bike retailers, or donations from mountain bike organizations. Including representatives from various mountain bike groups will provide a wider perspective in the development of a trail guide.

H. Monitor User Conflicts, Safety, and Trail Condition

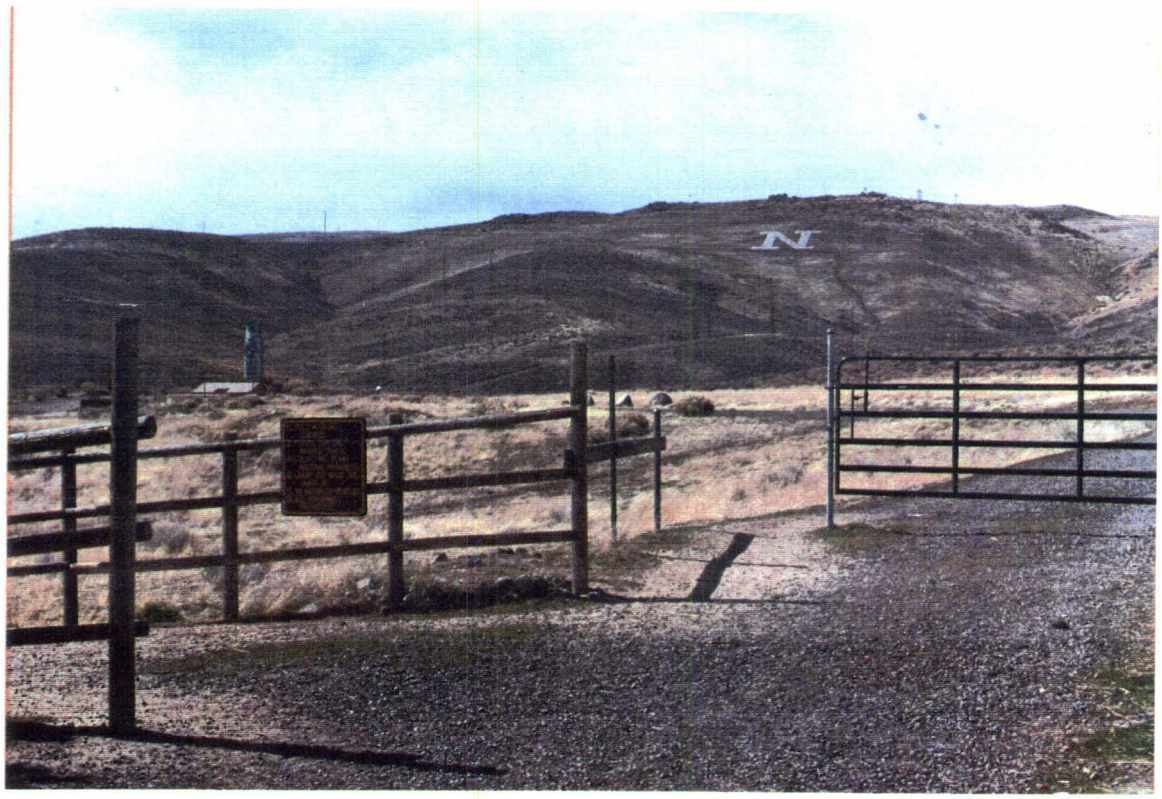
Monitoring forms developed for the Pisgah National Forest could be adopted and/or modified to meet the needs of the Carson Ranger District. Since there is no regular patrol of Peavine Mountain by recreation personnel, monitoring these issues would be on a limited basis only. Photographic points could be established on trails and areas where there are resource concerns. An inexpensive technique would be to place comment cards at the trailhead locations to address these issues. Volunteers could assist the Forest Service in any of the monitoring efforts described above.

I. Pursue County Ordinance

The Forest Service has an opportunity to enact special orders under the Code of Federal Regulations prohibiting the discharge of firearms within the proximity of recreational areas; however, a local county ordinance would be more appropriate in residential areas adjacent to National Forest System lands. Many areas adjacent to residential properties have county ordinances in effect. Enforcement of these ordinances is the responsibility of Washoe County Sheriff's Department. The Forest Service should utilize the cooperative law enforcement agreement with Washoe County to concentrate their efforts in these areas.

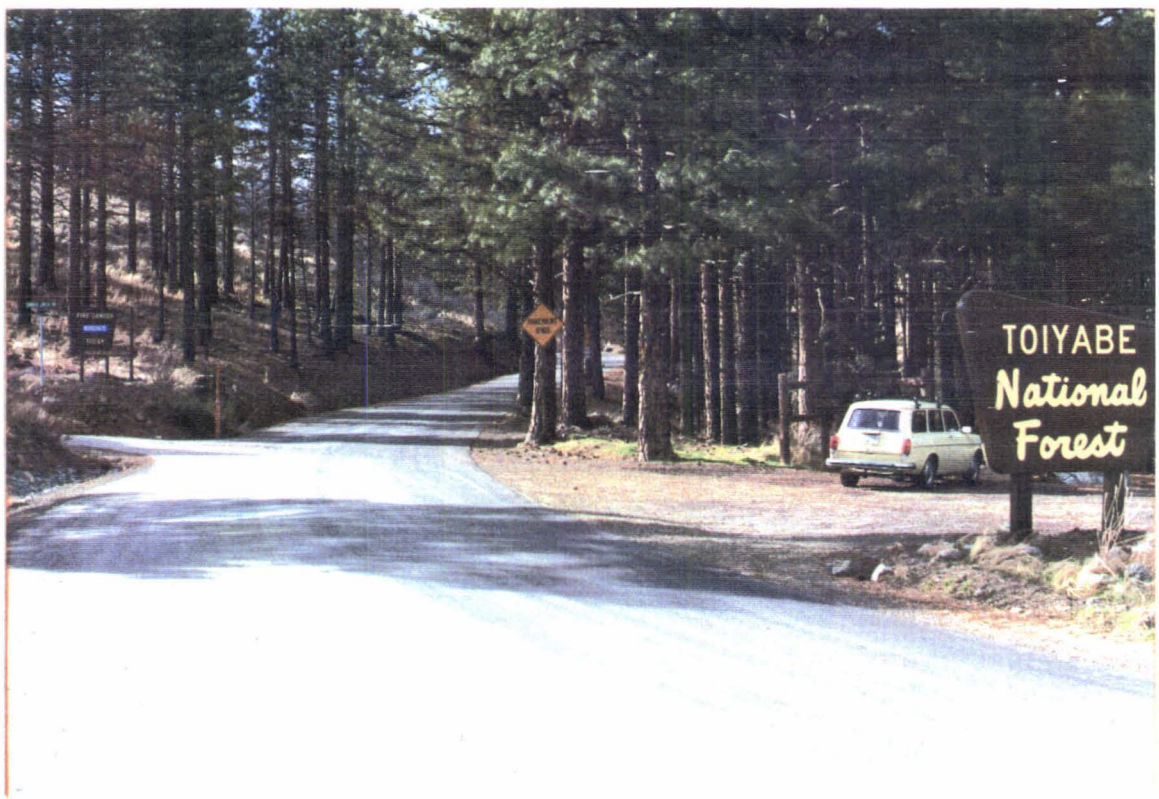
Popular Access Points

Northgate Golf Course, Rancho San Rafael Park



Popular Access Points

Dog Valley Road, Kings Row



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Abbett, Tom. Recreation Planner, Bureau of Land Management, Carson City.

Andrew, Carol. Planner, Washoe County Department of Parks and Recreation.

Boyer, Brent. Property Manager, Community Development Department, City of Reno.

Eilers, Hank. Park Ranger, Washoe State Park.

Kimbrough, Mark. District Ranger, Nevada State Parks.

Leveille, Helen. Nevada Public Access Coalition, Inc.

Miskimins, Ray. Great Basin Bicycles.

Mullen, Karen. Assistant Director, Washoe County Department of Parks and Recreation.

Odencrantz, Krik and Annaleise. Friends of Peavine.

Pulver, Ken. Friends of Peavine, Audubon Society.

VanBruggen, Bill. Lands and Reality Specialist, Humboldt-Toiyable National Forest, Carson Ranger District.

Weaver, Steve. Chief Administrator of Planning, Nevada State Parks.

Whitney, Bill. Planner, Washoe County Department of Comprehensive Planning.

Sill, Majorie. Sierra Club, Toiyabe Chapter.

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Scott Lamoreux, Landscape Architect, Humboldt-Toiyabe National Forest.

Leona Mendenhall, Artist, Humboldt-Toiyabe National Forest, Carson Ranger District.

Diane Schroeder, Fire Prevention Technician, Humboldt-Toiyabe National Forest, Carson Ranger District.

John Trent, Journalist, Reno Gazette Journal.

Appendix A

RENO GAZETTE-JOURNAL

FRIDAY, JANUARY 26, 1996

50¢ May be higher outside metro area.

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CARSON/DOUGLAS EDITION

TODAY'S TOPIC: RECREATION

Peavine survey focuses on access

By John Trent
RENO GAZETTE-JOURNAL

Peavine Peak sits 8,250 feet above Reno's backyard, alternately shrouded in snow or gleaming a rugged yellow-brown. It is without question the easiest spot for recreationalists in the Truckee Meadows to reach.

"The mountain itself, aesthetically, it's not of the grandeur of Tahoe," says Dan Brown, whose Bicycle Bananas bike shop sits in Peavine's shadow off McCarran Blvd. "But the access is so close and convenient. It's a neat asset."

But what would happen if Reno stared out the window and Peavine was impossible to reach after development tied up the foothills in an impenetrable knot?

SIERRA OUTDOORS

■ **Five trails:** Where you can have the most fun. **9A**

■ **Survey:** Give your views on how to use Peavine. **9A**

That's one reason why the Forest Service is issuing a survey about possibly adding more mountain bike trails on Peavine.

"We want to work with the public to enhance the resource, to treat the mountain like it should be treated," says Jim Nelson, Toiyabe National Forest chief.

Mountain bike trails would be one way of ensuring access for all public users, says Carson Ranger District recreation planner Jocelyn Biro: "Getting legal entry points to the public land is the main concern."

What follows is a look at Peavine Peak. Some of its past, present and future.

It only happens maybe every other year now. But even at age 75,

See **PEAVINE** on page **9A**

Craig Sailor/Reno Gazette-Journal

ON THE MOVE: Dale Beesmer rides a trail on Peavine Peak.

© 1996, Reno Gazette-Journal

For Convenient Home Delive

Peavine

From page 1A

Jim Nicholson still runs to the top of Peavine.

"I think it's a jewel in our backyard," says Nicholson, a retired logging superintendent. "Early in the morning, you hear the coyotes yapping at you. You'll spot a golden eagle up there, hear hoot owls in the canyon by the flume."

Peavine's vegetation has fed cattle and sheep, still serves as a major Reno watershed and is a stopover for many of the 1,000 mule deer migrating from California.

Mining was one of man's earliest forays onto Peavine. In 1863, John Poe — claiming he was Edgar Allan Poe's cousin — found a rich vein of gold near the settlement of Peavine on the north side of the mountain. Peavine became known as Poeville, and had its own post office until 1878. Left from mines such as Golden Fleece and Mizpah are numerous dumps, tailings and mine shafts.

Like the miners before them, mountain bikers are Peavine's most zealous users today. Several stake out their own trails, carving singletrack with picks — and, bowing to 20th-century utility, garden rakes. Singletrack systems are so intricate they even have water diversions and bridges.

The network of trails offers the Forest Service a unique opportunity, according to mountain biker Mike Washburn: "If we don't do something, it could turn out like the Caughlin Ranch area, where so much access has been cut off.

"If we don't do something soon, we're going to regret it."

Friends of Peavine founder Kirk Odencrantz believes Peavine's past is key to its future. Odencrantz pulls out a map with the 20,000 acres under Forest Service control colored green. An approximate number of acres near the top and flanks of Peavine are in grids, with the names of all private property holders.

Friends of Peavine, through the work of the American Land Conservancy, hopes to acquire an additional 3,000 acres on the map.

Why?

Odencrantz says he will always remember a young face. It was three years ago, when Friends of Peavine sponsored two plantings of 3,000 trees with students from Billinghurst Middle School, who saved $800 worth of their pennies to go with a $1,200 donation from Sierra Pacific.

"When we were through, one of the children from Billinghurst said, 'You know, when I'm 70 years old, I'm going to show my grandchildren the trees I've planted,'" Odencrantz says. "This shouldn't be just for the future, but for posterity."

One of Peavine's private property holders is Gary Canepa. For 50 years, his family has owned property today totaling 1,000 acres. Canepa's father, Louie, purchased the land for grazing. In Canepa Ranch's heyday, 300 Hereford cattle ran on Peavine.

The Canepas drove the cattle from the family ranch near Verdi to Peavine. A fence ran straight down the middle of Peavine, to keep the Canepa's stock on one side and sheep from another family on the other.

Since Louie Canepa's death in 1981, Canepa has wondered what to do with the Peavine land.

"We know the Forest Service is looking for public access," says Canepa, who owns Reno's RE-MAX Realty. "We're in the process of doing something with the Forest Service."

Peavine: in many ways, still a mountain of choices. In the old days, life on Peavine for the Canepas was simple. There was Old Home Ranch in Mogul started by Gary's grandfather, Ernest, at the turn of the century. There was Canepa Ranch outside of Verdi, later called Bull Creek Ranch.

"And now it's called the Crystal Peak Equestrian Center, I think," Gary Canepa, 50, says.

For history's sake, Canepa is told it's too bad the ranch didn't retain his family's name.

"Well," Canepa says. He pauses, knowing that his memories, of his family, of the mountain, will always remain.

"Well," he says again. "I guess that's just progress."

SIERRA OUTDOORS

Mountain biker relishes quick access to trails

■ Cycling distance:
Other trails aren't as easy to get to.

By John Trent
RENO GAZETTE-JOURNAL

Dale Beesmer has lived in northwest Reno for more than four years. One of the reasons why the avid mountain biker moved his family to its current comfortable location just off Keystone Avenue was because of its proximity to the Peavine Peak area.

"That played into part of it," said Beesmer of his move from southwest Reno.

"Because I know other parts of town aren't as accessible. If you don't have much time, if you only have an hour to ride, you can be on the dirt in 10 minutes from our house.

"I didn't want to spend an hour just getting there."

Beesmer, a 34-year-old civil draftsman, has ridden the Peavine area for 10 years.

His favorite route, like so many other mountain bikers, is to ride to the Keystone Canyon trailhead.

From there, literally hundreds of routes, from single track to jeep trail, are at his disposal.

"I try to ride in the area at least weekly, sometimes up to three times a week," said Beesmer, married with a 3-year-old daughter. "I just go up the main drag up Keystone Canyon then branch off from there. You can go west, head straight north up to the towers to Raleigh Heights, or you can access a lot of things from Mogul.

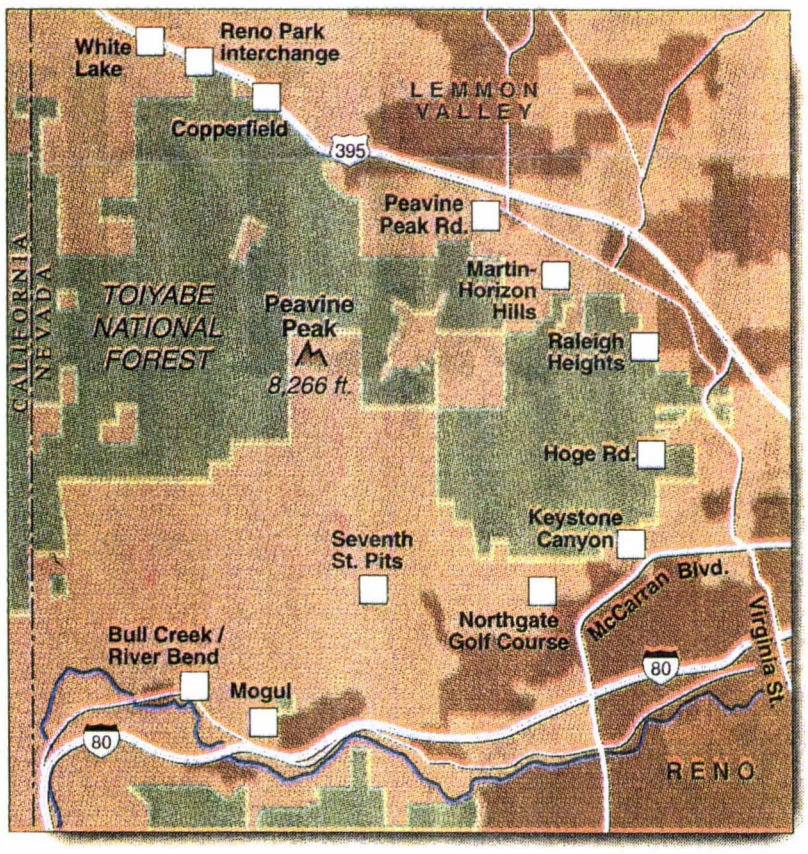
"Some of the jeep roads aren't really navigable — they're pretty steep. It would be neat to have some contoured trails."

In a perfect mountain biker's world, Beesmer would love to see the many trails of Peavine linked with contoured loops. His biggest wish: a "super loop" that would circle all of Peavine. Such a trail would probably take an entire day of riding, Beesmer said.

"But that would be really neat," he said. "To almost make a mountain bike park out of it."

Peavine questionnaire

You can help the Friends of Peavine assist the **Forest Service** in better managing your trails in and around Peavine by taking a few minutes to answer these questions. The survey is to help the Forest Service determine what you want for recreational opportunities on Peavine. The Forest Service is evaluating opportunities for mountain bike trails in the Peavine area. Please return this user preference questionaire by **Feb. 9**. Mail your response to: **Reno Gazette-Journal,** P.O. Box 22000. Reno, NV 89520. Attention: Sierra Outdoors. *Check the boxes with an "X"*



1 What is your primary method of travel on Peavine mountain?

- ☐ Hiker
- ☐ Horse
- ☐ Mountain bike
- ☐ Runner
- ☐ Four wheel drive
- ☐ ATV
- ☐ Motorcycle
- ☐ Other (please specify)

_____

2 Where do you access the Peavine area? Please be as specific as possible. Prioritize and mark your responses on the **accompanying map**. Include any other secondary routes of access you might use.

_____
_____
_____

3 How many times per week do you use the Peavine area?

- ☐ 0
- ☐ 1-2
- ☐ 3-4
- ☐ 5-6
- ☐ 7

4 Why do you go to Peavine?

- ☐ Exercise
- ☐ Recreation
- ☐ Other (please specify)

_____
_____
_____

5 How many miles do you travel when out for one day?

- ☐ 1-5
- ☐ 6-10
- ☐ 11-20
- ☐ 21-30
- ☐ Other (please specify)

_____

6 How many hours does your average trip last?

_____
_____

7 What type of travel routes do you prefer?

- ☐ Paved roads
- ☐ Dirt roads
- ☐ Single track trails
- ☐ Other (please specify)

8 What types of experience are you looking for in your travel routes?

- ☐ Challenge your strength
- ☐ Have lots of hills
- ☐ Have long loops
- ☐ Cover a lot of miles
- ☐ Are located away from human activity
- ☐ Other (please specify)

9 What type of terrain do you prefer?

- ☐ Varied terrain
- ☐ Level terrain
- ☐ Other (please specify)

10 Do you believe that motorized use is compatible on the same travel route with:

Hiker use ☐ Yes ☐ No

Horse use ☐ Yes ☐ No

Mountain bike use ☐ Yes ☐ No

Runner use ☐ Yes ☐ No

11 Do you believe that mountain bike use is compatible on the same travel route with:

Hiker use ☐ Yes ☐ No

Horse use ☐ Yes ☐ No

Runner use ☐ Yes ☐ No

12 Do you believe that horse use is compatible on the same travel route with:

Hiker use ☐ Yes ☐ No

Runner use ☐ Yes ☐ No

Mountain bike use ☐ Yes ☐ No

13 If you answered No to any of the above three questions, on which of the following did you base your answer:

Resource concerns (damage to trail) ☐ Yes ☐ No

Social concerns (seeing mountain bikes or horses on the trail affects my experience) ☐ Yes ☐ No

Safety concerns (it is unsafe to mix hikers and motorized users, mountain bikers or horses on the trail) ☐ Yes ☐ No

14 What type of facilities should be provided at trailhead locations?

- ☐ Nothing
- ☐ Signs indicating trail length
- ☐ Trail maps
- ☐ Restrooms
- ☐ Drinking water
- ☐ Other (please specify)

15 Where do you go to get information about travel opportunities on Peavine mountain? (i.e., local bike stores, outdoor gear stores, Forest Service, BLM)

_____
_____
_____

16 What type of information would you like to see in a trail guide? (please list items that may help on your trip)

_____
_____
_____

17 What size of guide do you find most convenient to use?

- ☐ **Book format** – about 5-6" wide and 6-10" tall
- ☐ **Brochure size map or booklet** – about 3 1/2 inches wide and 6-10 inches tall
- ☐ **Pocket size map** – about 3-4" wide and 3-4" tall
- ☐ **Large folded map** – about 6-8 inches wide and 8-10 inches tall

18 What would you be willing to pay for a trail guide?

- ☐ $0-$1
- ☐ $2-$5
- ☐ $6-$10
- ☐ $10 or more

Other (please specify)

_____

19 Are you a member of any club or organization? ☐ Yes ☐ No

Name of organization

_____
_____

20 What is your age?

_____

21 What is your gender? ☐ Male ☐ Female

22 What is your zip code?

_____

Optional

If you would like to be on a mailing list for trail planning, route guides for this area, or other information related to recreation on Peavine, please print your name, address and phone number.

Name:
Address:
City:
State:
Zip Code:
Phone:

Source: National Forest Service

Gabriel Morón/Reno Gazette-Journal

Trails offer challenge to riders of varied skill

By John Trent
RENO GAZETTE-JOURNAL

For years, Peavine has been one of the most popular mountain biking areas in the Truckee Meadows.

Here is a list of some of the more popular Peavine mountain bike trails already in existence. For a more detailed look at each of these rides, consult "Mountain Biking The Reno-Carson City Area" by Ray Miskimmins ($10.95 from Fine Edge Productions, 1993.). It's at most local bike or book shops.

1. Keystone Canyon

Difficulty: intermediate. *Distance:* 3 3/4 miles. *Climb:* 4,880 feet to 5,280 feet.

Getting there: Travel east from the intersection of Keystone and McCarran. On the north side of McCarran near a giant brown water tank is the trailhead. From trailhead, travel about 200 yards before turning right, then head through a wash short of one mile when the road changes to singletrack. Follow the trail for next three quarters of a mile through the canyon, then continue on as trail turns back to two-track. Before a radio tower is a two-way turn. Advanced riders can turn left for a one-mile climb of 650 feet up. A right turn at the intersection takes you to a fence, turn right, head south with the fenceline on your right.

Distinguishing features: Keep a sharp eye out for oncoming traffic.

2. Peavine Peak Climb

Difficulty: advanced. Distance: 14 miles. *Climb:* 5,250 feet to 8,266 feet.

Getting there: To get to the beginning of Peavine's service road, go north on Virginia Street, past McCarran and Parr. About 4 1/2 miles from downtown, turn left to stay on North Virginia. Four miles after this turn and about a half-mile before a green water storage tank, turn left onto a wide gravel road. Head south on the wide gravel road, cross railroad tracks and at one mile into the ride, ride with powerlines, passing some mine tailings near 1 1/2 miles. At two miles the tailings will be on your right, then make a u-turn left. At three miles turn left, around the head of a canyon. Stay on the main road and at about four miles Peavine Peak and its assortment of telephone and TV hardware is visible. Stay on the main road.

Distinguishing features: Peavine actually has two "peaks." The two tops are a few hundred yards apart — both afford great views.

3. Rancho San Rafael Park Canyon

Difficulty: beginner. *Distance:* 3 1/4 miles. *Climb:* 4,750 feet to 5,000 feet.

Getting there: Start at trailhead on north side of McCarran, at the edge of Rancho San Rafael Park. From the trailhead, take the jeep road north, heading up the canyon as the road turns to singletrack into the canyon. At 1 1/4 miles are mounds of yellow dirt and rock from the Reno Mizpah Mine. In another quarter-mile, after reaching a "T" in the road, intermediate and advanced riders can turn left for about 200 yards. Beginning riders might want to circle around the "T" then turn around.

Distinguishing features: Good singletrack with plenty of moist ground in the spring and winter.

4. Poeville Canyon Climb

Difficulty: intermediate. *Distance:* 5 1/2 miles. *Climb:* 5,360 feet, climbs to 6,380 feet.

Getting there: Trailhead is at the southeast end of Horizon Hills. Travel north on Virginia Street past McCarran and Parr Boulevard. Stay on North Virginia, then turn onto Seneca. Follow Seneca for about a half-mile. Turn left on Kiowa Way, taking Kiowa until the road turns to a dirt parking area. From trailhead, turn right and follow a jeep trail up a southwest hill. Veer left at one-half mile, heading straight through a fourway intersection at three-fourths of a mile before dropping into Poeville Canyon.

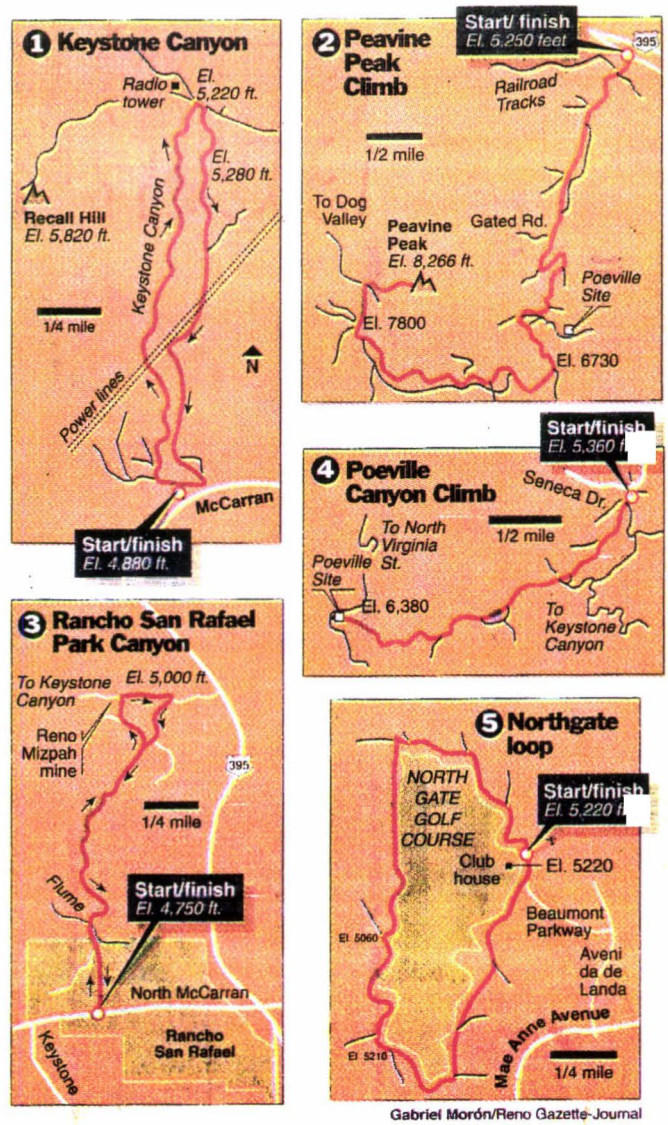
Distinguishing features: There is a 1,000-foot elevation gain from the Kiowa trailhead to the Poeville site.

5. Northgate loop

Difficulty: intermediate. *Distance:* 4 miles. *Climb:* 5,220 feet to 5,350 feet.

Getting there: From Virginia Street, turn left on McCarran. Take McCarran to Mae Anne, heading west past the shopping center, past Robb and Ambassador Drives. Turn right on Avenida De Landa, then left on Beaumont Parkway (following the signs to Northgate Golf Course). Stay on Beaumont until the pavement ends. Park off the blacktop. Start from Beaumont Parkway by continuing uphill, until you hit the fenceline of the Northgate somewhere around onehalf mile. Continue along the fence next to the golf course, remembering to be courteous to any golfers. Bear left at a fork in the road near three-quarters of a mile, go downhill, then turn left to stay near the fenceline on your left. After you begin hitting the downhills near 2 3/4 miles, head left until you reach a "T" at the bottom of the hill. Turn left and go north.

Distinguishing features: Although short, this ride has several steep climbs and descents.



Gabriel Morón/Reno Gazette-Journal

RENO GAZETTE-JOURNAL

FRIDAY, FEBRUARY 23, 1996

CARSON/DOUGLAS EDITION

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Peavine users say peak's about perfect

By John Trent
RENO GAZETTE-JOURNAL

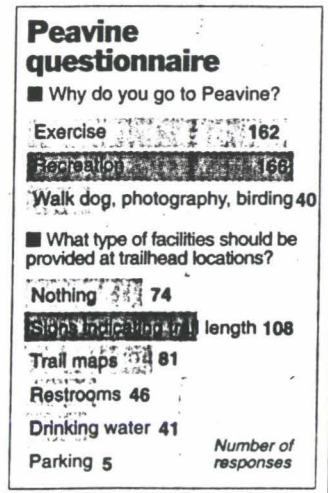
Most respondents to a questionnaire published in last month's Reno Gazette-Journal say the Peavine Peak area is compatible with most forms of recreation.

Of 224 responses from the survey created by the U.S. Forest Service in conjunction with Friends of Peavine, 80 percent said mountain bike use is compatible on the same trail with hikers. Another 84.8 percent said mountain bike use is compatible on the same trail with runners.

Less than half of the respondents said motorized use of trails can be compatible with other forms of recreation: 49.3 percent said runners, mountain bikers, hikers and motorized traffic can safely share the same trail.

Breakdown of respondents' primary means of travel on Peavine: 38.4 percent mountain bikers, 27.9 percent hikers, 14.6 percent four-wheel drive, 8.3 percent runners, 3.2 percent horses and 2.9 percent all terrain vehicles.

For complete results of the survey, turn to page 1E.



Gabriel Morón/Reno Gazette-Journal

Peavine

From 1E

traffic can do to an area if neglected.

"With the growing population of the Reno/Sparks area, an increase in recreational area is required. So is the need for maintenance and planning at early stages of development of the recreation system."

Finally, former Nevada Department of Wildlife commissioner Tina Nappe noted that "Your article has failed to address the larger issues facing the future of Peavine and other open lands around Reno-Sparks. Off-road vehicle activity is constantly creating new roads while enlarging existing ones. Bicyclists also create new trails along key wildlife area such as washes. They open up trails that are in turn used by horses, off-road vehicles and hikers.

"... It is time that Washoe County and the cities recognized the damage their expanding developments are creating on federal public lands and took responsibility for minimizing it. Those of us who use the outdoors need to contribute volunteer labor and to pay additional fees to maintain high quality open space. The more accessible the land is, the more erosion and potential fire hazard exists.

"Nowhere in your article did you indicate that increased use was increased destruction."

The ins and outs of all those mountain bikes

By Pete Zimowsky
IDAHO STATESMAN

Most of the nation's 30 million mountain bikes never see a mountain.

They're used on greenbelts, city streets and maybe on an occasional dirt road — rarely on a single-track mountain trail.

Hard-core mountain biking is a grueling, calorie-nuking activity, one that most recreational bicyclists don't want to tackle.

What they do want are the tough qualities of a mountain bike.

OK, so it's nearly spring and time to buy a mountain bike. But what do you get? Mountain biking is like skiing. If you're a recreational skier, you don't need racing equipment.

If you're a recreational bicyclist you don't need a $1,300 super-lightweight racing mountain bike with 24 gears that's going to fly down the trail.

It all depends on how dedicated the rider is — some ride 3,000 to 5,000 miles a year while others may only pedal 100 to 500 miles.

The term mountain bike has become generic for bikes with wide tires and a wide range of gears. Basically, mountain bikes can be can be divided into three categories:

Recreational bike: Get one of these if you plan to ride around town or on a dirt road.

Sport bike: This is the bike for the rider who wants to test the waters in trail riding. It's a general-purpose trail bike.

Racing bike: The next step in mountain biking is the super-lightweight trail bike built for speed and aggressive riding.

SIERRA OUTDOORS

Trailblazing opinions on . . .

Peavine

Craig Sailor/Gazette-Journal

COASTING: Dale Beesmer, above, cruises down one of the single-track trails on Peavine. Most Peavine users said they want to preserve trailheads on the mountain because development, left, threatens to pinch off access.

Users favor adding new routes for hikers, cyclists

By John Trent
RENO GAZETTE-JOURNAL

Now that more than 200 Reno Gazette-Journal readers have responded to a questionaire about recreational opportunities on Peavine mountain, the real work starts for the Forest Service.

If new mountain biking trails are to be added to Peavine, the process in all likelihood will be long and somewhat painstaking, said Jocelyn Biro, recreation planner for the Forest Service's Carson Ranger District.

"We have to be really cautious, as far as resource values out there," Biro said. "We have to evaluate all the routes — that's our legal obligation.

"That doesn't mean it's a giant hurdle. But this won't happen overnight. This is an ongoing process."

That said, Biro said she was pleased with the response to the survey, published last month. Results were tabulated by the Friends of Peavine, then forwarded to the Forest Service.

"We really appreciate all involvement the public gives to us," Biro said. "And we want people to continue to stay involved."

From this standpoint, the survey has already had an impact, according to Friends of Peavine president Kirk Odencrantz. In the spring, members of the Fourth Street Youth Center have pledged their time in planting more trees on Peavine.

"We've had such a positive response," Odencrantz said.

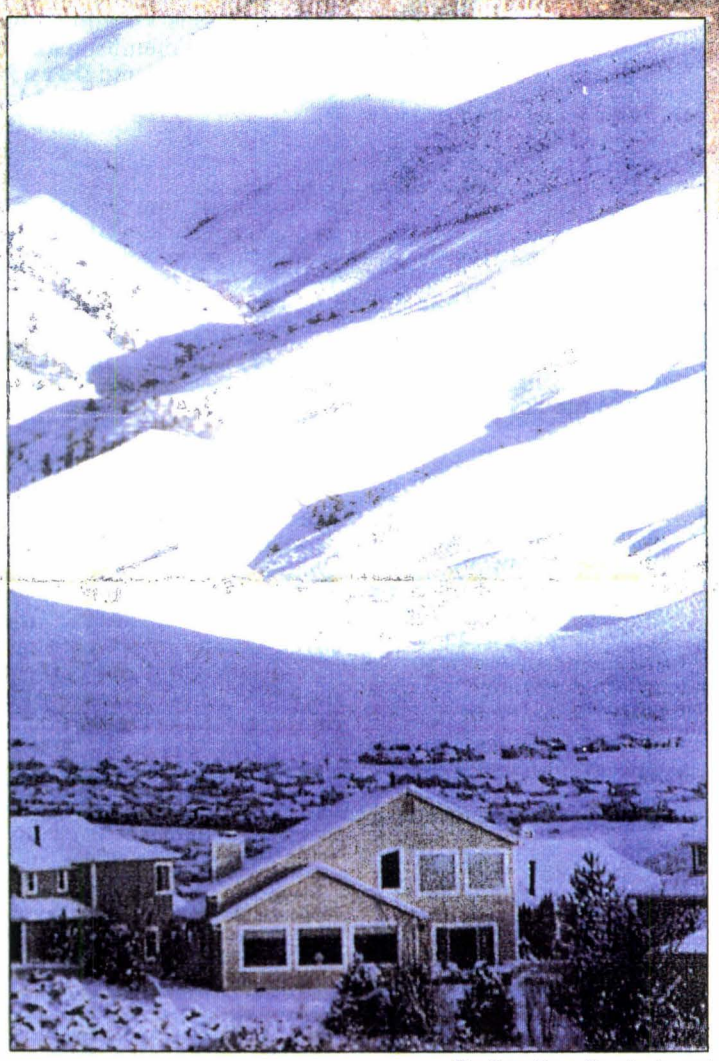
The next step, Biro said, centers on evaluation of the survey. The Forest Service hopes to identify all Peavine critical access points.

"One thing we didn't highlight on the survey was where people go on Peavine," Biro said. "Once we determine that, then we can start doing an environmental analysis of the potential routes."

Environmental analysis encompasses many studies, including archeological surveys, profiles of threatened and endangered plants and erosion tendencies. Also ongoing are efforts to acquire rights of way or to negotiate land exchanges or easements with private landholders for access.

"Our ultimate goal is to be proactive," Biro said. "We need to identify the critical access points. We need to formulate a plan that through easements, rights of way, exchanges or acquisitions will preserve public access to Peavine."

See complete survey results on page 5E



Tim Dunn/Reno Gazette-Journal

A brief sampling of comments from the Peavine questionaire showed the public is in favor of keeping access open. And, it also showed some of the shortcomings of the survey and an accompanying article.

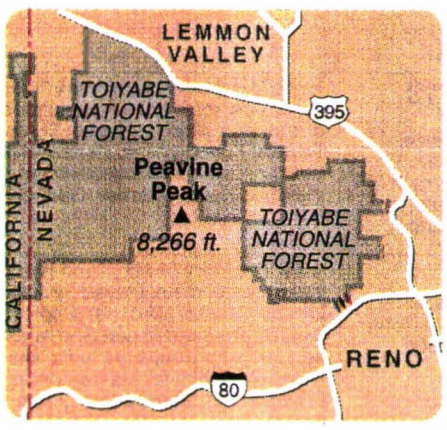
"Please note that something must be done about people using this area for target practice," wrote Suzanne Scourby of Reno. "I was walking three weeks ago, and a bullet went right over our heads near the park in Raleigh Heights. The Forest Service must post congested area signs before someone is hurt."

"My major concern is not motorized vehicles or the guys out there with guns," wrote Eric Lamberts of Reno. "I think the major concern has to be what you alluded to in your title — access. The ditch trail was a similar place to ride. ... Four years ago you could ride from Verdi to Lakeridge and spend a pleasant afternoon.

"Now there's concertina wire and you're likely to get shot. Access sites need to be preserved. Let's not have a repeat of the ditch trail disaster."

"I believe that all forms of transportation can coexist in the region with a little common sense and courtesy," wrote Dave Betley of Reno. "I have seen the problems motorcycles, mountain bikes, horses, ATV's, vehicles and even hiker

See **PEAVINE,** on page **5E**



Questionnaire results

In January, you helped the **Friends of Peavine** assist the **Forest Service** in better managing your trails in and around Peavine by taking a few minutes to answer questions from the Peavine questionnaire. The survey is to help the Forest Service determine what you want for recreational opportunities on Peavine, with increased study into the feasibility of mountain bike trail opportunities. In all, there were **224 respondents** to the questionnaire. Here are the results of the questionnaire.

Primary method of travel on Peavine

Hiker	88
Horse	10
Mountain bike	121
Runner	26
Four wheel drive	46
ATV	9
Motorcycle	22
Paraglider	3

Type of travel routes

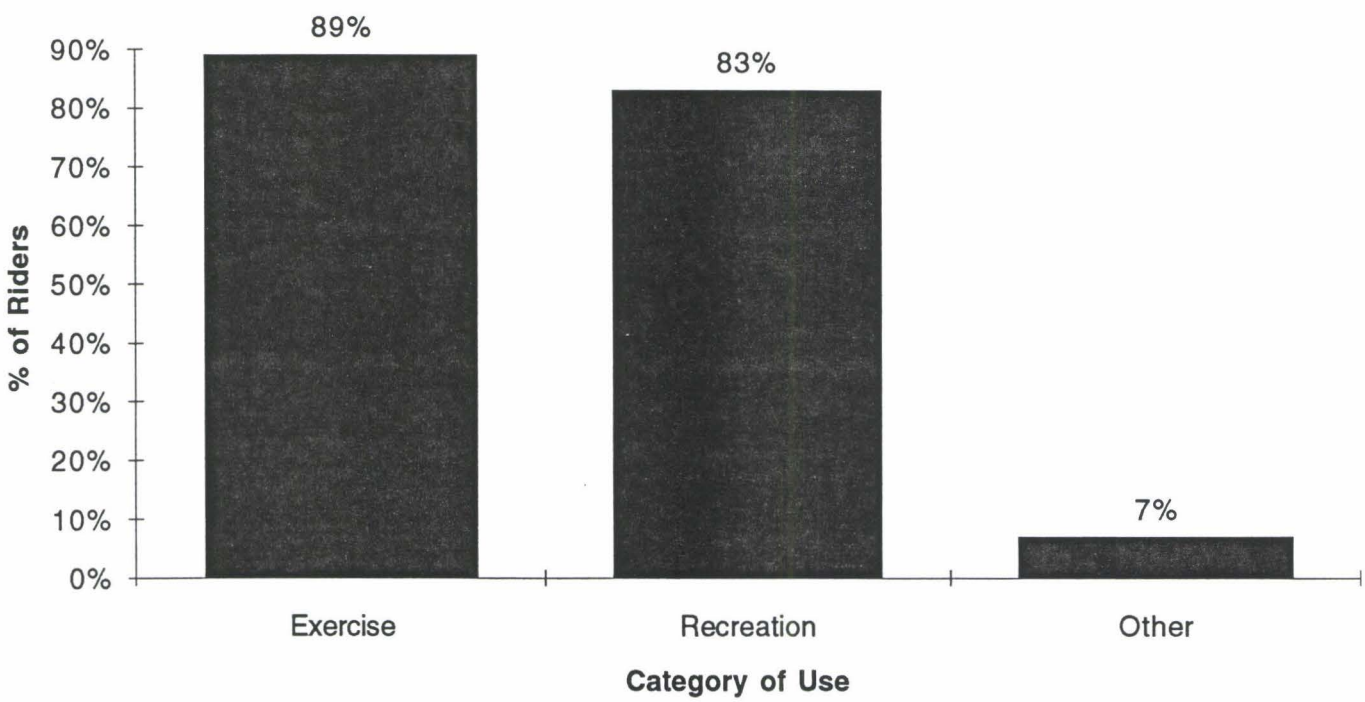
Paved roads	3
Dirt roads	
Single track trails	
Cross country	11

Where do you access the Peavine area?

Bell Road	49
Bordertown	5
Bull Creek	33
Dog Valley	13
Hoge Road	17
Horizon Hills	18
Keystone	124
Kings Row	9
Mogul	41
Northgate	73
Seventh Street	27
Rancho San Rafael Park	33
Raleigh Heights	17
White Lake	12

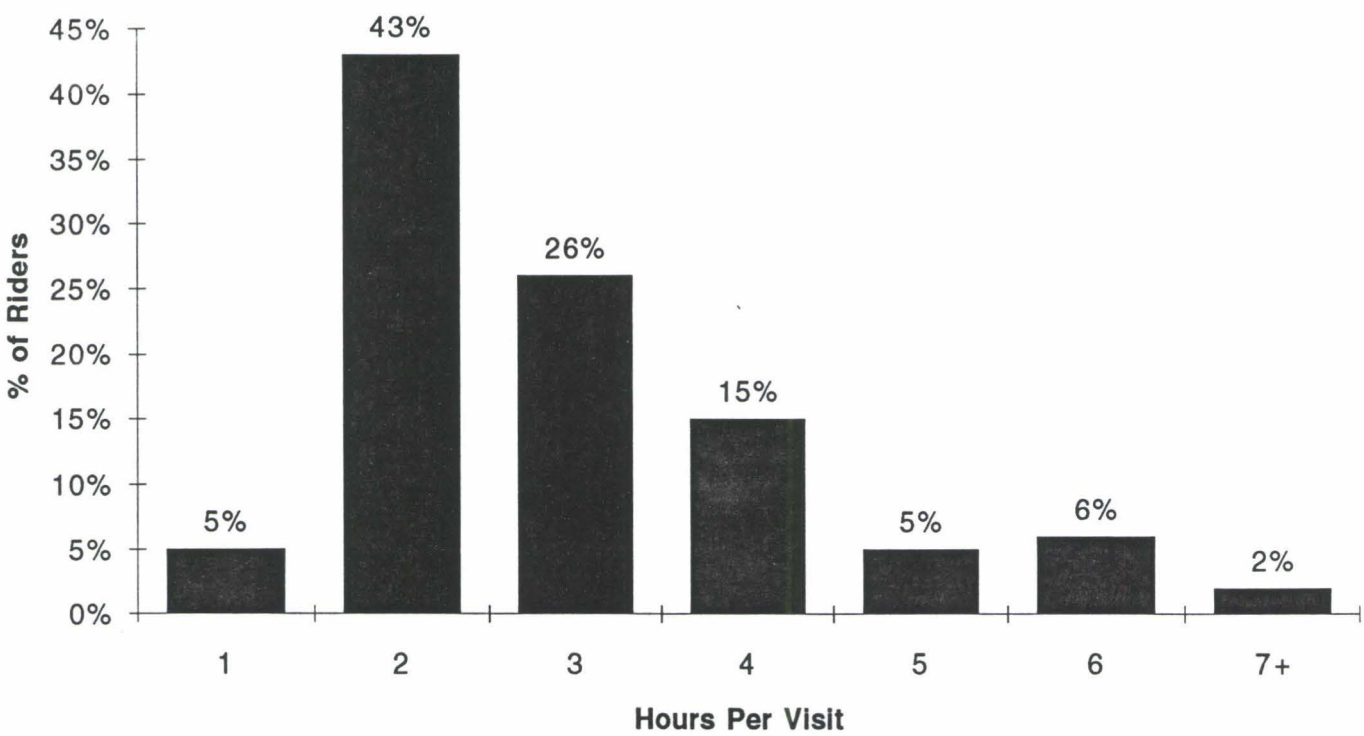
Gabriel Morón/Reno Gazette-Journal

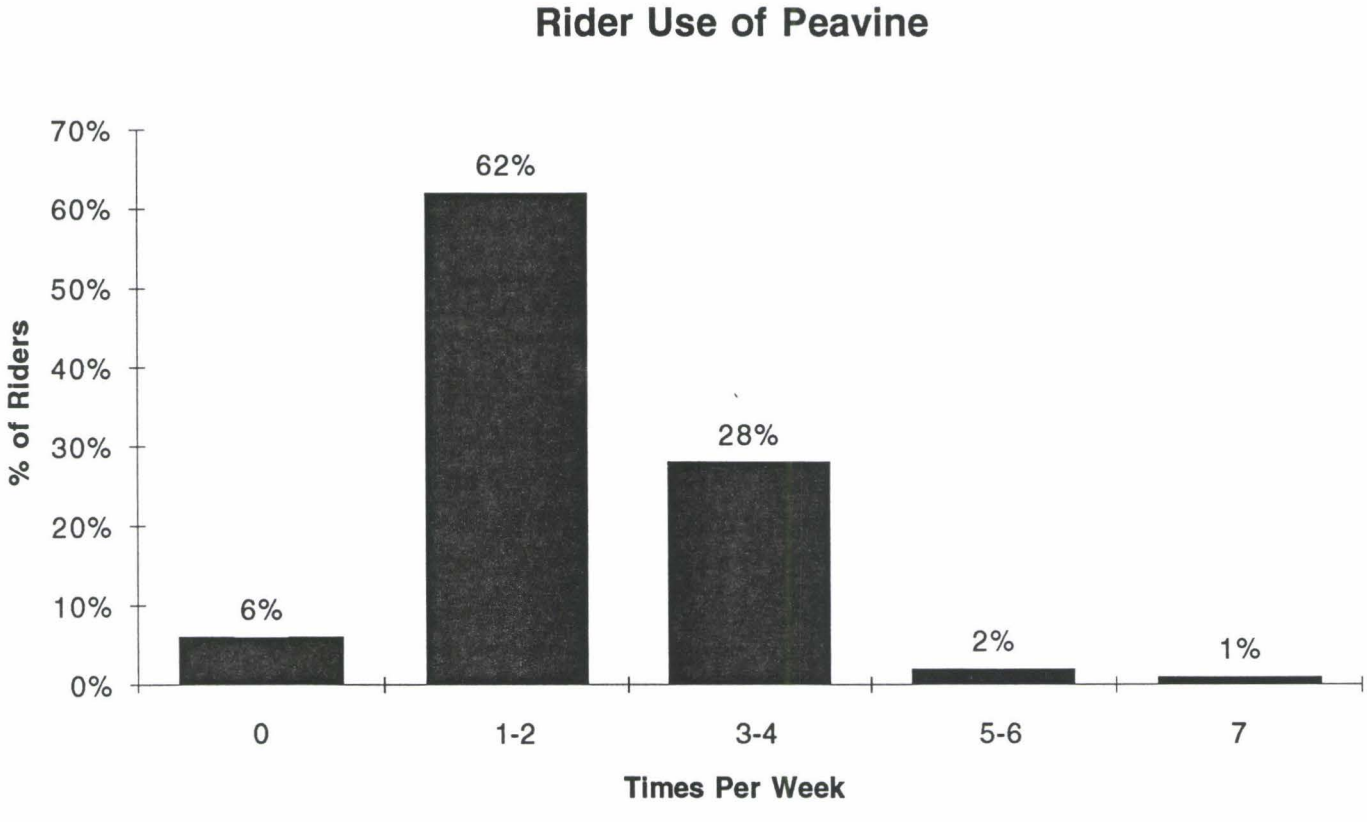
Category of Use on Peavine



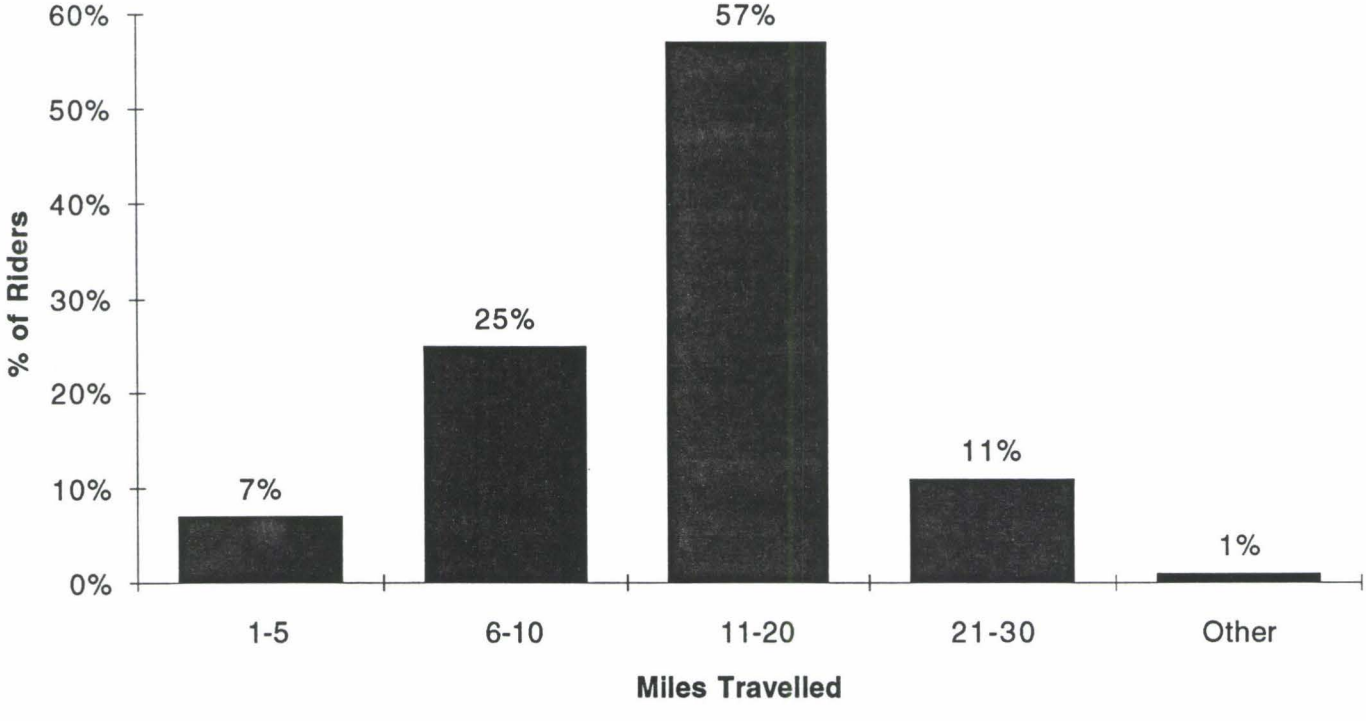
*Some Respondents Selected Multiple Categories

Hours Spent Riding on Peavine

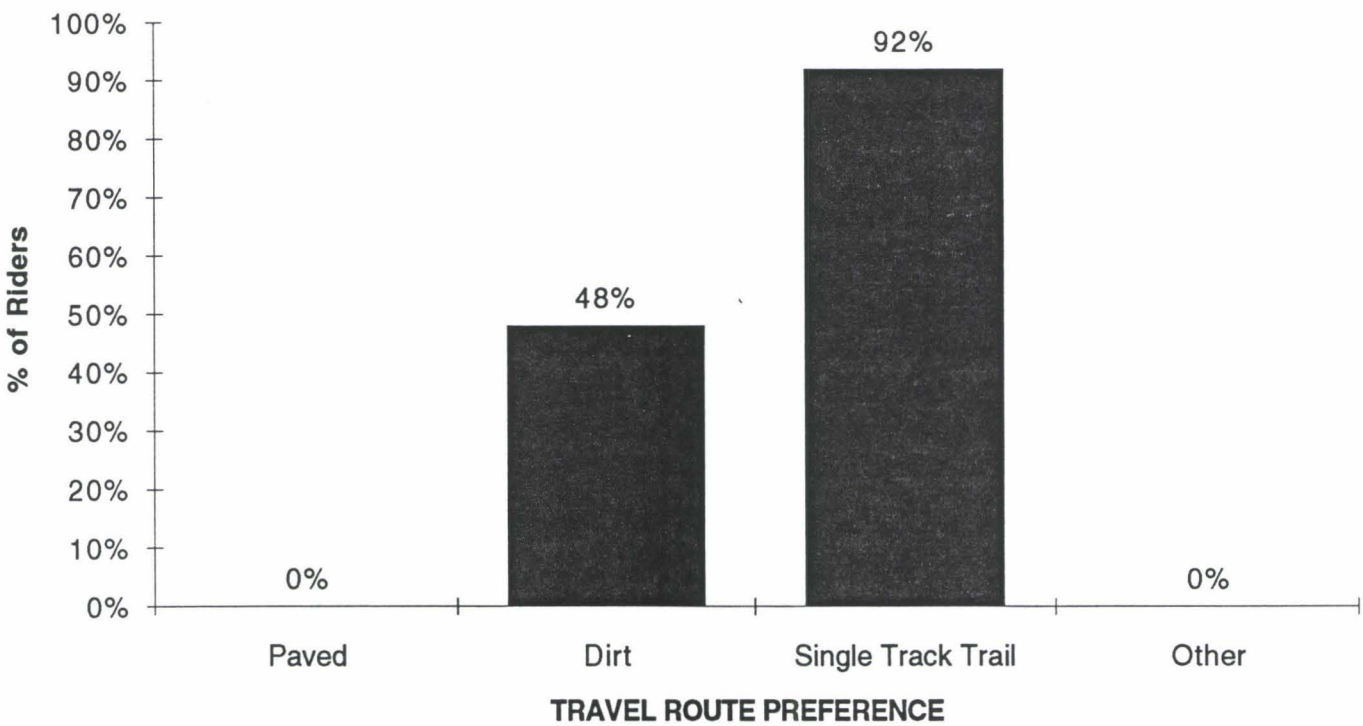



Rider Use of Peavine
70%
60%
50%
40%
30%
20%
10%
0%
% of Riders
62%
28%
6%
2%
1%
0
1-2
3-4
5-6
7
Times Per Week

Miles Travelled on Peavine Per Visit

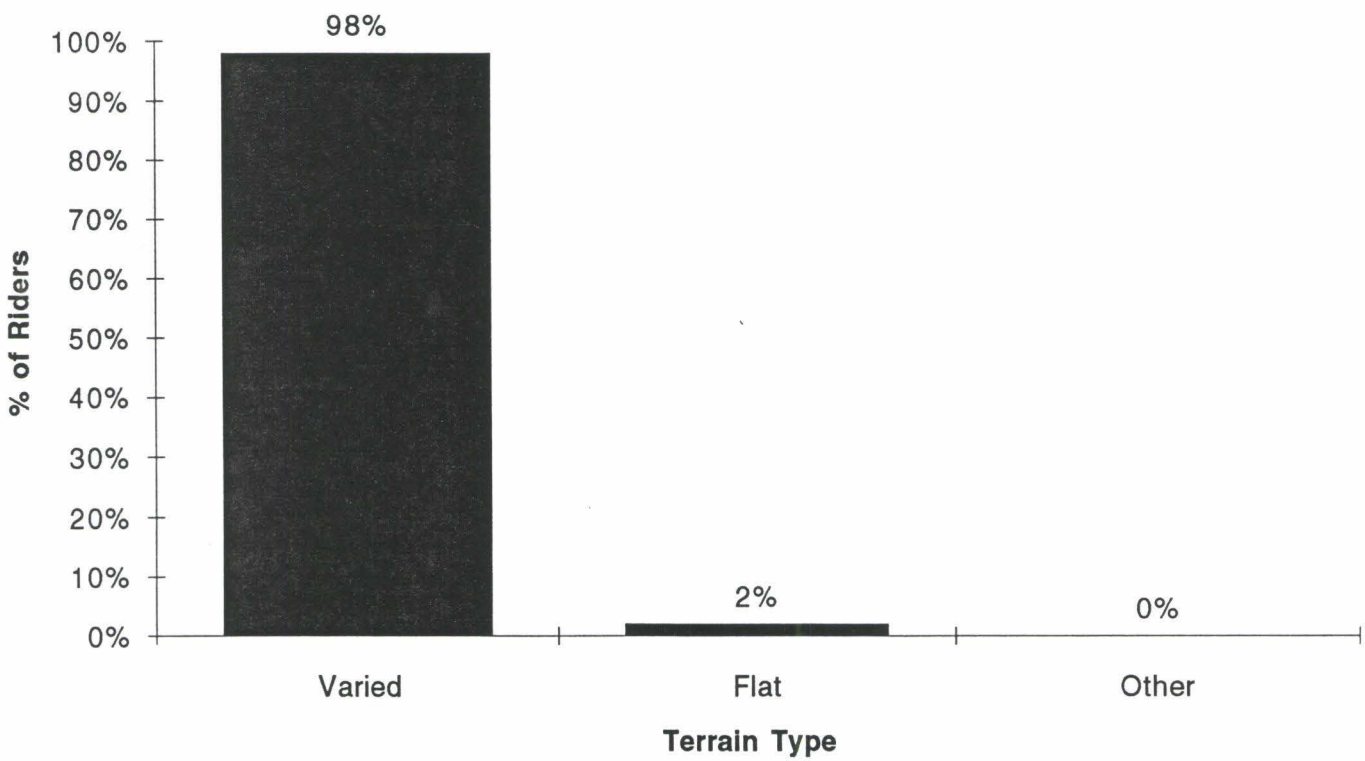


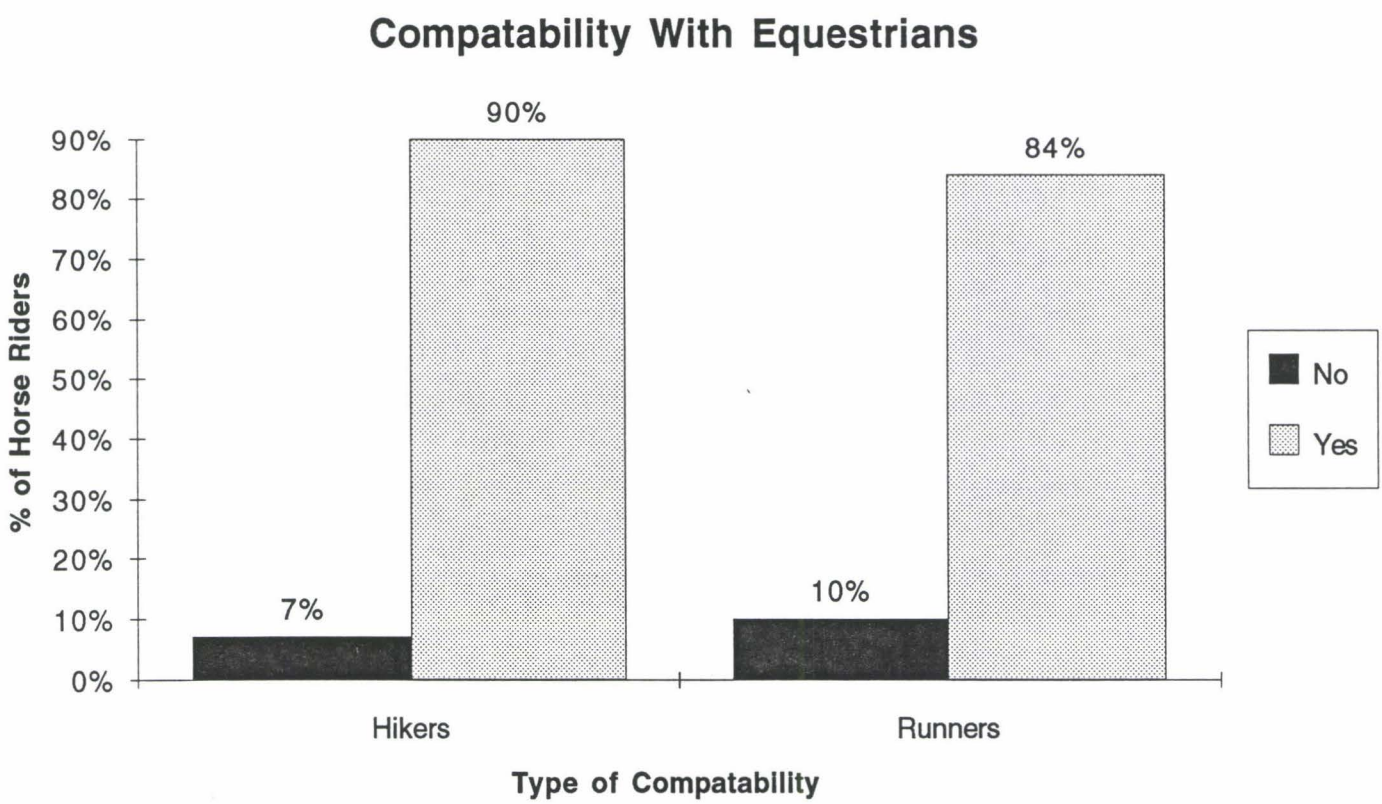
Rider Preference for Travel Routes



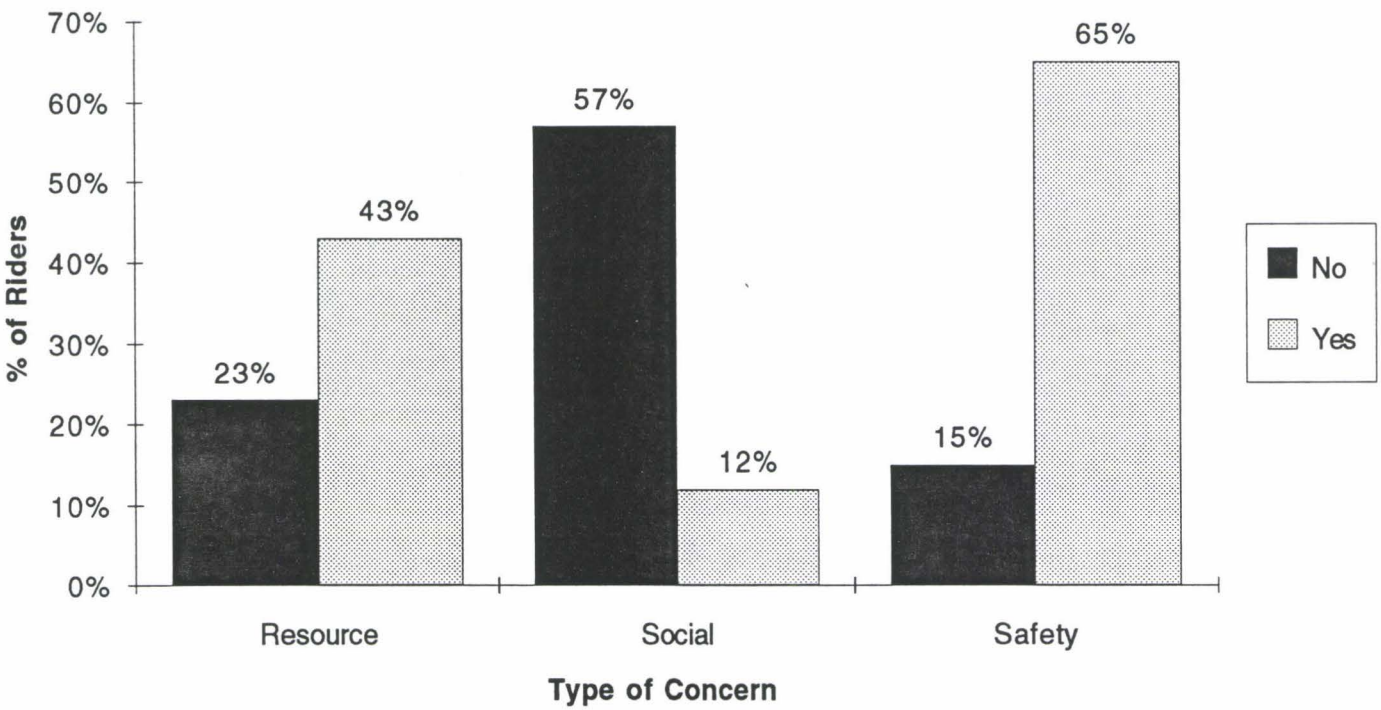
*Some Respondents Selected Multiple Categories

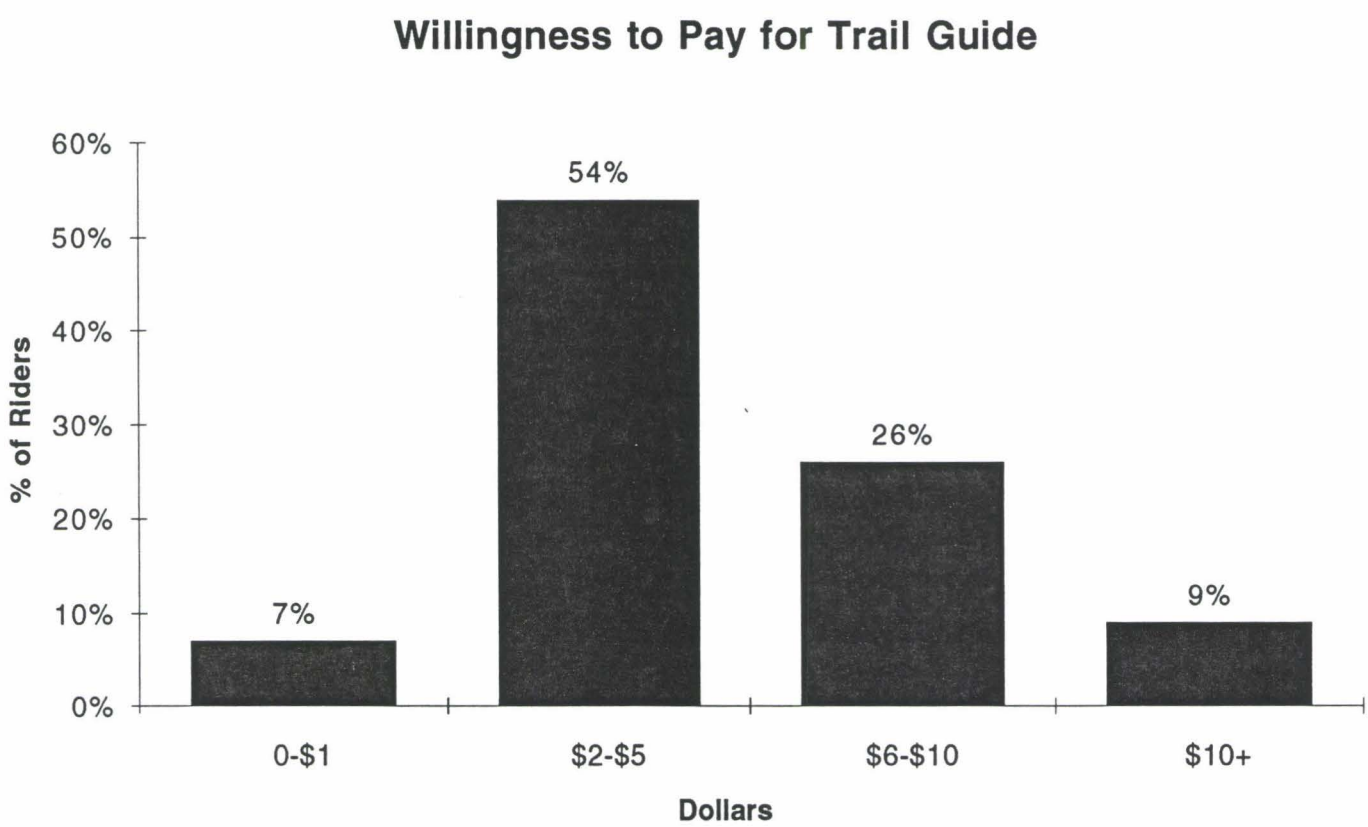
Preferred Terrain Type



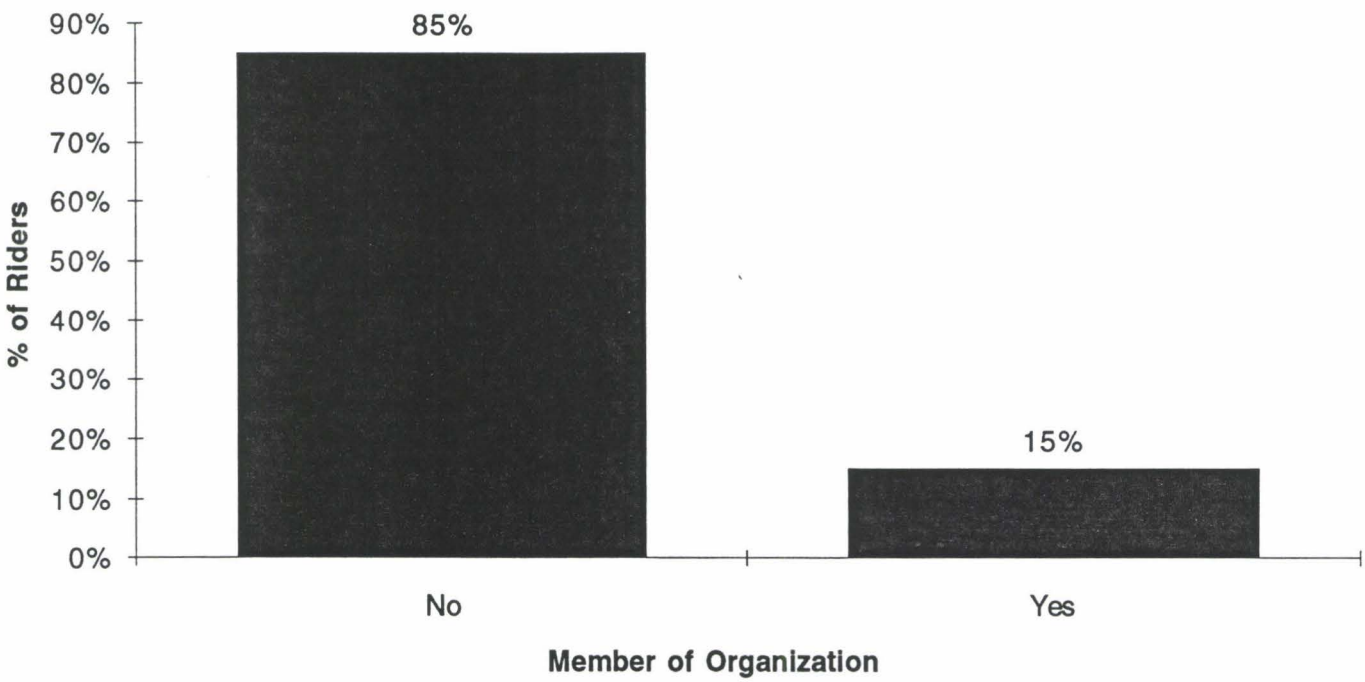

Compatability With Equestrians
90%
84%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
% of Horse Riders
7%
10%
No
Yes
Hikers
Runners
Type of Compatability

Basis for Conflicts




Willingness to Pay for Trail Guide
60%
50%
40%
30%
20%
10%
0%
% of Riders
54%
26%
7%
9%
0-$1
$2-$5
$6-$10
$10+
Dollars

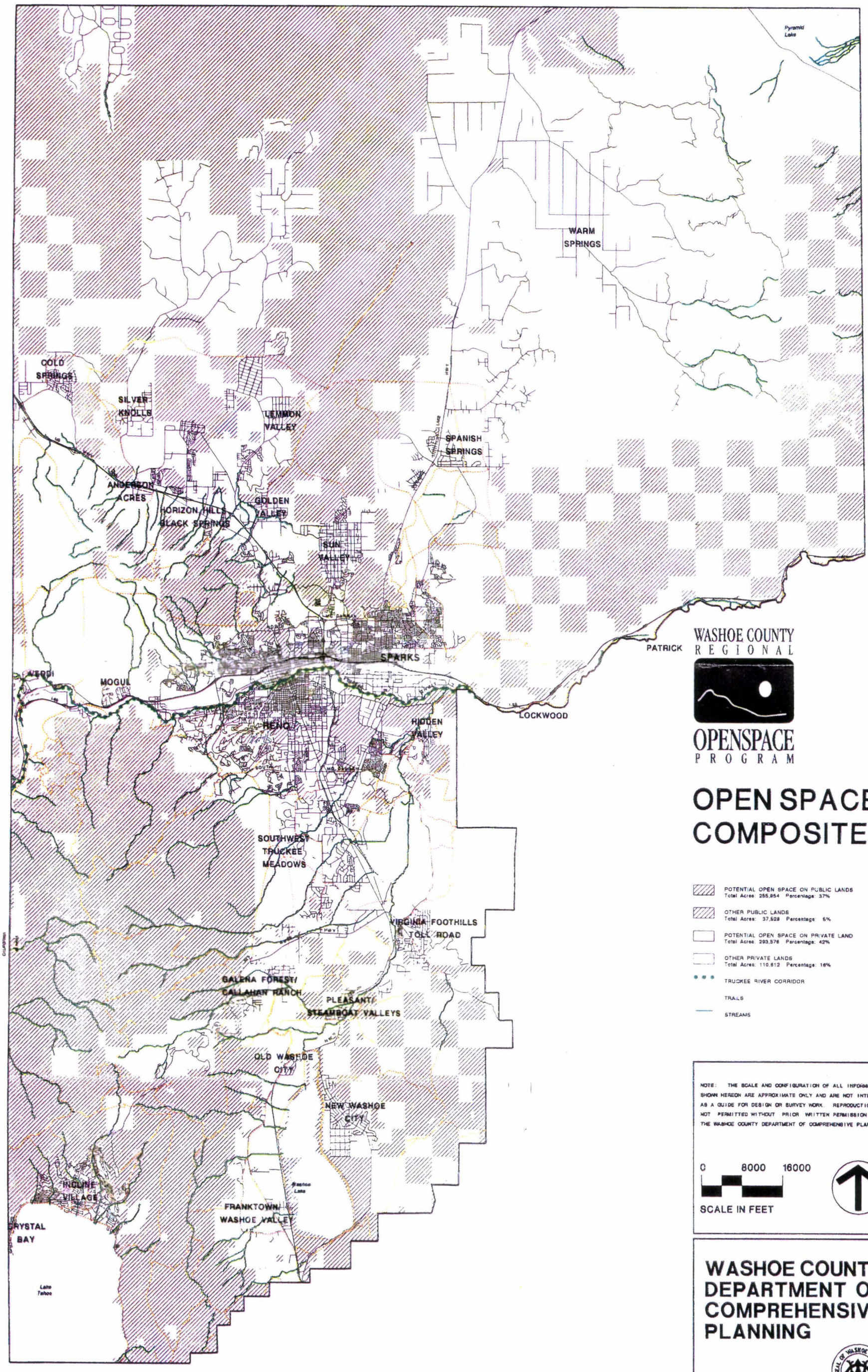
Members of Mtn. Bike Organizations



List of Organizations That Were Named In Peavine Survey.

Amateur Archaeologist
Gem and Mineral Society
Lahontan Audubon
Sierra Club
Sheriffs Hasty Team
ASME
Dust Devils Dual Sport Motorcycle Club
Red Rock Four Wheelers
NORBA
NCCA
Nevada All State Trail Riders
American Endurance Ride Conference
Citizen Alert
Northern NV Native Plant Society
River Adventures
Reno Wheelman
Silver State Striders
Nature Conservancy
UNR Cycling Team
Ormsby Sportsmen
NV Wildlife Federation
LTSLT
Calif. Four Wheel Drive Assn.
AMA
Sierra Rock Sport Climbing
Fire Fighter of Nevada
Sierra Skysurfers
NRA
Western States Racing Assn.
Highlander Four Wheel Drive Club
Jeep Club
Alta Alpina
Over the Hill Gang Motorcross Club
BMW Motorcycle Club
Procrastinating Peddlers
Sierra Mountaineering Sport Climbing Club
Reno Jeepers
NV United Four Wheel Drive Assn
Washoe County Search & Rescue
Friends of Mt. Rose
American Horse Shows Assn.
Calf Dressage Assn
IMBA
Reno Women in Advertising
Steam Boat Assn
Oregon/ California Trail Assn
Truckee Meadows Trials Assn
SLOTH
Northern NV Brittany Club
Bold Prospectors
Sahara Club

Appendix B



SOURCE: WASHOE COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING

DATE: MAY 1994

RANCHO HAVEN
Pyramid Lake
WARM SPRINGS
FUTURE CONNECTION TO WARM SPRINGS
COLD SPRINGS
SILVER KNOLLS
LEMMON VALLEY
SPANISH SPRINGS
ANDERSON ACRES
HORIZON HILLS
BLACK SPRINGS
GOLDEN VALLEY
SUN VALLEY
SPARKS
PATRICK
VERDI
MOGUL
RENO
HIDDEN VALLEY
LOCKWOOD
SOUTHWEST TRUCKEE MEADOWS
VIRGINIA FOOTHILLS TOLL ROAD
GALENA FOREST/ CALLAHAN RANCH
PLEASANT/ STEAMBOAT VALLEYS
OLD WASHOE CITY
NEW WASHOE CITY
INCLINE VILLAGE
CRYSTAL BAY
FRANKTOWN/ WASHOE VALLEY
Lake Tahoe
Washoe Lake
TAHOE RIM TRAIL

WASHOE COUNTY REGIONAL OPENSPACE PROGRAM

REGIONAL TRAIL SYSTEM

- GOLF COURSE
- PARK
- REGIONAL PARK (EXISTING)
- REGIONAL PARK (PROPOSED)
- TRAILHEAD/OPEN SPACE FACILITY (EXISTING)
- TRAILHEAD/OPEN SPACE FACILITY (PROPOSED)
- BIKE PATH (EXISTING)
- BIKE PATH (PROPOSED)
- MULTI-USE TRAIL (EXISTING)
- MULTI-USE TRAIL (PROPOSED)

NOTE: THE SCALE AND CONFIGURATION OF ALL INFORMATION SHOWN HEREON ARE APPROXIMATE ONLY AND ARE NOT INTENDED AS A GUIDE FOR DESIGN OR SURVEY WORK. REPRODUCTION IS NOT PERMITTED WITHOUT PRIOR WRITTEN PERMISSION FROM THE WASHOE COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING.

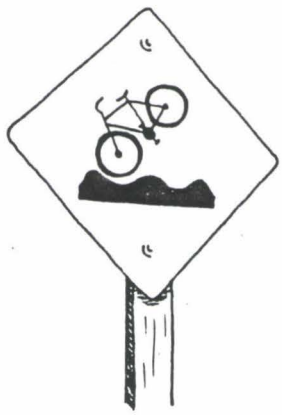
0 8000 16000
SCALE IN FEET

SOURCE: DEPARTMENTS OF PARKS AND RECREATION (RENO, SPARKS AND WASHOE COUNTY)

DATE: MAY 1994

WASHOE COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING

POST OFFICE BOX 11130
RENO, NEVADA 89520
(702) 328-3600



Appendix C

Parks Department No. 91/92 - 23

WASHOE COUNTY

"To Protect and To Serve"

DEPARTMENT OF PARKS & RECREATION

NOV 1991
RECEIVED
Office of Washoe County Manager

2601 PLUMAS STREET
POST OFFICE BOX 11130
RENO, NEVADA 89520
PHONE: (702) 785-6133

TO: John MacIntyre

SUBJECT: AGENDA ITEM

FROM: Gene Sullivan

DATE: November 5, 1991

COMMISSION MEETING DATE: November 26, 1991

AGENDA SUBJECT:

Memorandum of Understanding between The Forest Service, Toiyabe National Forest, and Washoe County's Department of Parks and Recreation

AGENDA ITEM

RECOMMENDATION:

IT IS RECOMMENDED that the Washoe Board of County Commissioners authorize the Memorandum of Understanding between The Forest Service, Toiyabe National Forest, and Washoe County's Department of Parks and Recreation.

BACKGROUND:

These agencies have worked together for years. The increased recreation pressures have presented the need to officially establish a working relationship. It is the mutual desire of the Forest Service and Washoe County to enter into an agreement to cooperate jointly in the planning, development, operation and maintenance along the urban interface for proposed open space, recreational facilities, interpretive and environmental education programs, land and right of way acquisition, consistent resource management policies, etc.

Both parties agree to provide coordination through a designated liaison person(s) to achieve the purpose of this agreement. We have a similar agreement with the Bureau of Land Management.

This agreement may be terminated by providing 60 day written notice. It has been signed by Jim Nelson, Forest Supervisor, Toiyabe National Forest.

FISCAL IMPACT: This Agreement carries no fiscal impact.

Respectfully Submitted,

Gene Sullivan

Gene Sullivan
Director

KM:cp
Attachment

Memorandum of Understanding
Between
The Forest Service, Toiyabe National Forest
and
Washoe County Department of Parks and Recreation

This Memorandum of Understanding is made and entered into by and between the Forest Service, United States Department of Agriculture (herein referred to as the "Forest Service"), and Washoe County Department of Parks and Recreation (herein referred to as the "County"), in furtherance of providing recreational opportunities along the urban interface between National Forest System lands and Washoe County.

Witnesseth That:

Whereas, the Forest Service has the responsibility of administration of National Forest System lands which are located within Washoe County; and

Whereas, the County has the responsibility of providing open space and recreational opportunities in their developing network of regional parks, trails, and special use facilities. These opportunities include hiking trails, campgrounds, interpretive programs, trailhead facilities, and scenic areas; and

Whereas, the Toiyabe Land and Resource Management Plan directs the Carson Ranger District to work with local, state, and federal governments to accomplish mutual recreation objectives; and

Whereas, it is the mutual desire of the Forest Service and the County to enter into an agreement to cooperate jointly in the planning, development, operation and maintenance along the urban interface for proposed hiking trails, trailhead facilities, interpretive and environmental education programs, campgrounds, environmental education centers, land and rights-of-way acquisitions, etc., on County and National Forest System lands; and

Therefore, in consideration of the above premises, the parties hereto agree as follows:

A. The County will:

Assist with the acquisition of land and rights-of-way along the urban interface to provide access to both County and National Forest System lands.

Provide coordination between the Forest Service and Washoe County Board of Commissioners.

Designate County liaison people to work with the Forest Service on specific projects throughout the life of this agreement.

Seek alternative funding sources for regional facilities along the urban interface.

B. The Forest Service will:

Designate Forest Service liaison people to work with the County on specific projects throughout the life of this agreement.

Provide technical expertise in the design of facilities, trails and the development of interpretive and environmental education materials.

Provide technical expertise in the completion of NEPA documentation.

C. It is Mutually Agreed and Understood By and Between the Forest Service and the County that:

The Forest Service and the County will coordinate planning efforts related to the areas within the urban interface.

Encourage and support formal agreements between the County and the Forest Service in furtherance of achieving the purposes of this agreement.

This agreement shall be effective upon execution by both parties hereto.

Either party may terminate the agreement by providing 60 days written notice. Unless terminated by written notice, this agreement will remain in force indefinitely.

In witness whereof, the parties hereto have executed this agreement as of the last date written below.

November 26, 1991
Date

for Rene Reid
Chairman, Washoe County Board
of County Commissioners

10/3/91
Date

R.M. "Jim" Nelson
Forest Supervisor, Toiyabe
National Forest

Appendix D

RULES OF THE TRAIL

1. Yield the right-of-way to other non-motorized recreationalists.
2. Use caution when overtaking another, and make your presence known well in advance
3. Maintain control of your speed at all times.
4. Stay on designated trails.
5. Do not disturb vegetation, wildlife or livestock.
6. Leave no trace, respect public and private lands.
7. Always wear an approved helmet when riding.
8. Plan ahead; know your equipment, abilities and terrain.

TREAD LIGHTLY

- Obtain travel information from a Forest Service office or other public land agencies. Learn the rules and follow them.
- Avoid running over young trees, shrubs, and grasses-- damaging or killing them.
- Stay off soft, wet roads and trails readily torn up by vehicles. Repairing the damage is expensive
- Travel around meadows, steep hillsides, or stream banks and lakeshores easily scarred by turning wheels.
- Resist the urge to pioneer a new road or trail or to cut across a switchback.
- Stay away from wild animals that are rearing young--or suffering from food shortage. Stress saps essential energy reserves
- Obey gate closures and regulatory signs. Vandalism costs us all.
- Stay out of wildernesses. They're closed to mountain bikes. Know where the boundaries are.
- Get permission to travel across private land. Respect landowner rights.
- Future opportunities for exciting travel with your mountain bike are in your hands, so Tread Lightly!

INFORMATION SOURCES

TOIYABE NATIONAL FOREST
Supervisor's Office
1200 Franklin Way
Sparks, NV 89701
(702)331-6444

Carson Ranger District
1536 South Carson Street
Carson City, NV 89431
(702)882-2766

National Forest Campground
Reservation System
(800)280-CAMP (2267)
TDD (800)879-4496

BUREAU OF LAND MANAGEMENT
Carson City District
1535 Hot Springs Road
Carson City, NV 89706
(702)885-6000

HIGHWAY PATROL
California
(916)587-3518

Nevada
(702)688-2500

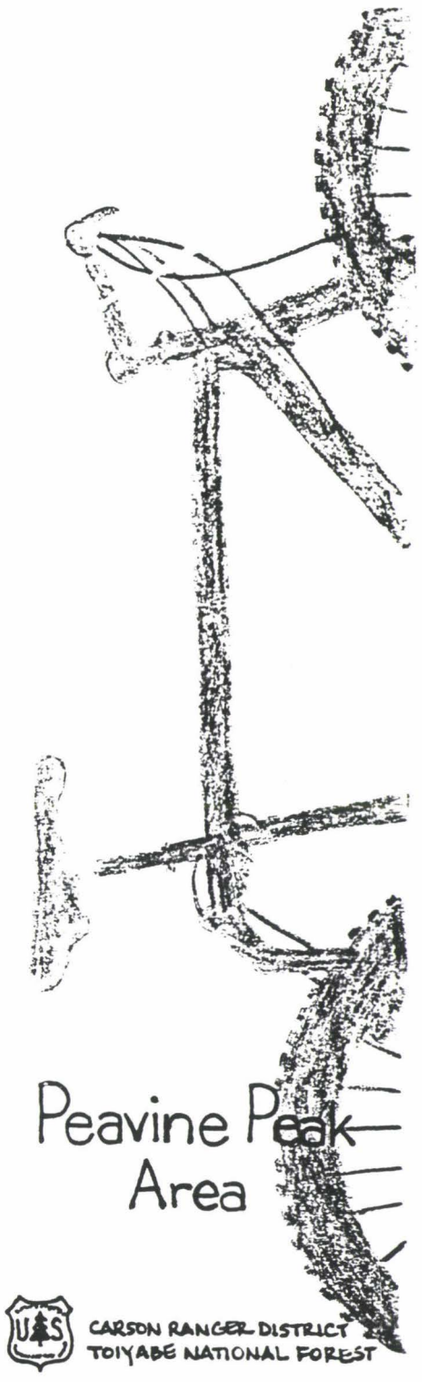
COUNTY SHERIFFS
Sierra County, CA
(916)289-3700

Carson City County, NV
(702)887-2007

Washoe County, NV
(702)785-4629

•••
EMERGENCY
DIAL 911
•••

MOUNTAIN BIKE TRAILS

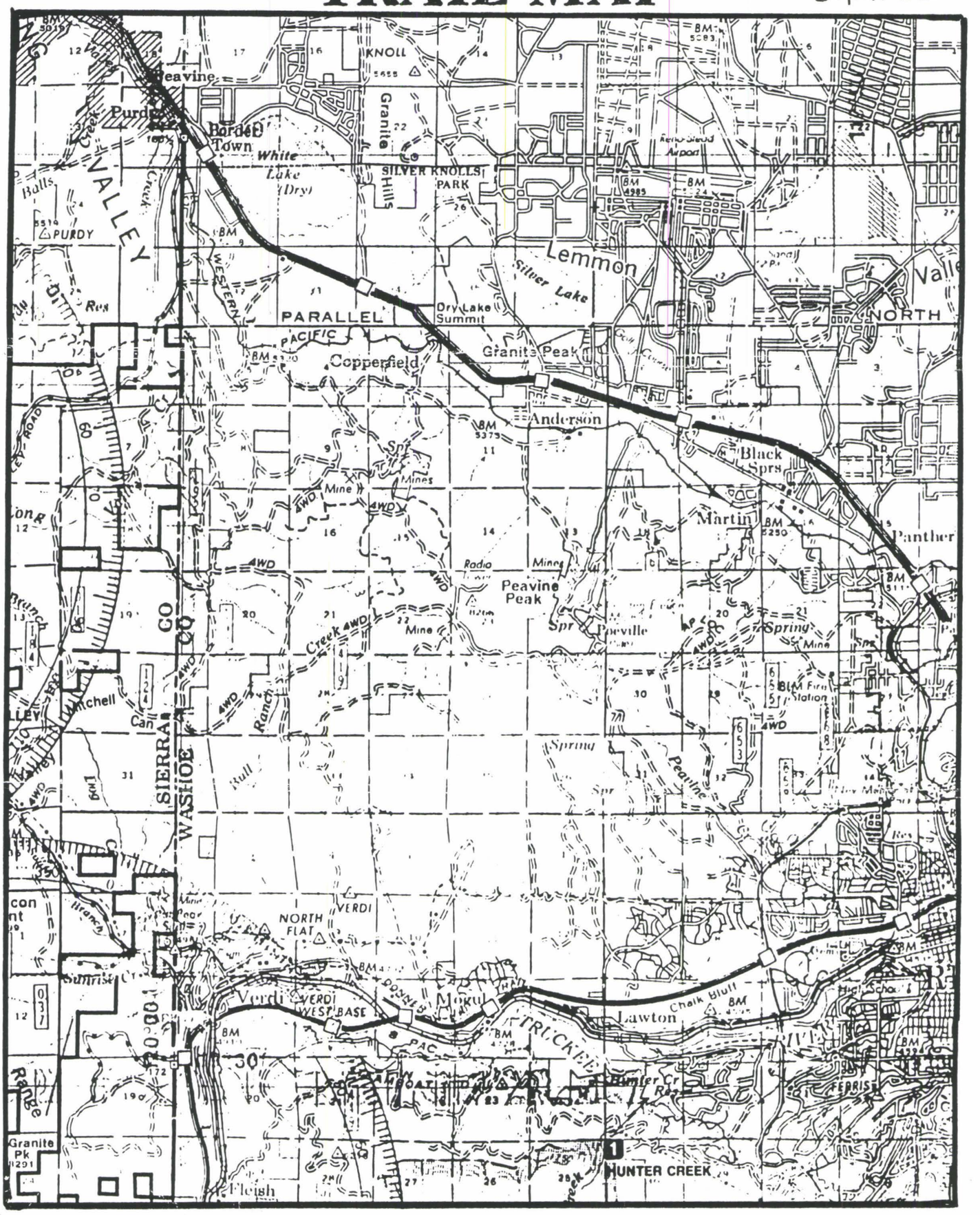


Peavine Peak Area

CARSON RANGER DISTRICT
TOIYABE NATIONAL FOREST

TRAIL MAP

SAMPLE

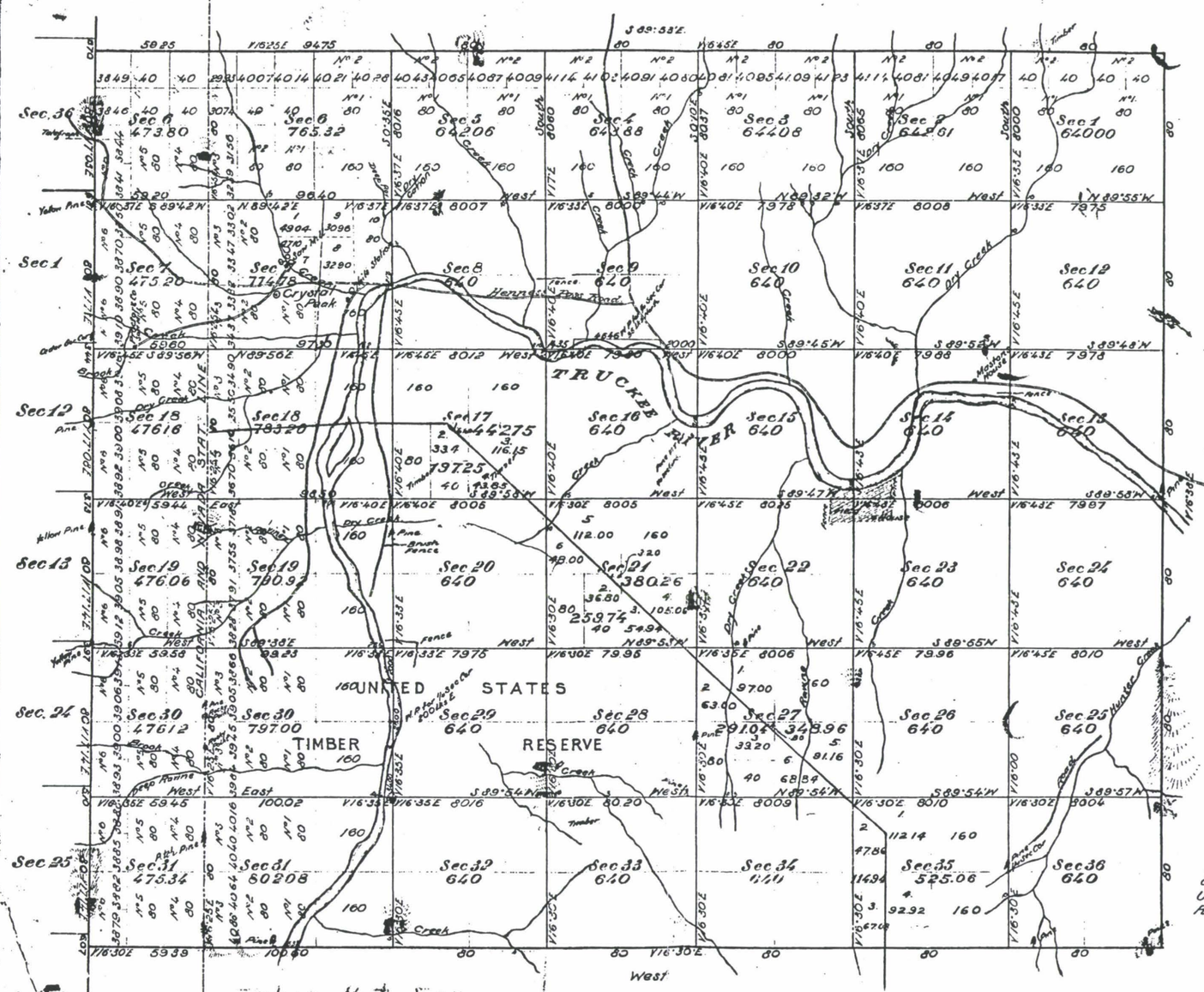


- ABC TRAIL - This is a good, steep hillclimb with a pot of gold at the top - crystal clear views of the valley below. Definitely a bleeder trail, so not for the novice rider.
  Technical: High Elev gain = 1,500
- GHI TRAIL - This is a thigh-burner, which leads to various destinations on Peavine Peak. Lots of scenery.
  Technical: Moderate Elev gain = 2,000
- MNO TRAIL - The hardest of the bunch. Bring the first aid kit. Check topo maps before your trip!
  Technical: Extreme Elev gain = 2,500
- DEF TRAIL - Because the trail stays at relatively low elevation, it's always one of the first rides to open up in the spring. Good for first-time riders.
  Technical: Low Elev gain = 1,000
- JKL TRAIL - A must for the flower-lover but it's long. Take plenty of H20 and some snacks. You can make a loop or continue on to the other side.
  Technical: Moderate Elev gain = 1,000
- PQR TRAIL - A fast, technical, rocky way up and over the Peak. Definitely for the advanced rider. Usually windy at the top.
  Technical: Extreme Elev gain = 2,000

TRAIL INFO

Appendix E

Township N° 19 North Range N° 18 E. Mount Diablo Meridian.



Surveys Designated	By whom surveyed	Date of Contract	Amount of Surveys	When Surveyed	N°
East of State Line, State Line — East Boundary of Township	E. H. Dyer	Oct. 6th 1862		1862	D.
North and West Boundary	Solomon W. Foreman	June 17th 65 Special Ins. May 8th 65	12 00 00	1865	H.
West Bdry. following State Line	" " "	" " "	8 00 00	"	"
Section Lines	" " "	" " "	61 13 72	"	"
North and South Barries of Tp.	E. H. Dyer	May 4th 1865	1 38 00	"	"
West Boundary	Solomon W. Foreman	June 17th 65 Gen. Ins. May 15th 65	3 67 57	July 19th 1865	

Surveyed Line by Meander Sections — W. J. Lightfoot

1912 ch

0027

T 19 N., R 18 E.

Aggregate Area of Public Land East of State Line (in Nevada) 23,926.91 Acres.

Aggregate Area of Public Land West of State Line (in California) 2,852.68 " .

Aggregate 26,779.59 " .

Note

The Line marked as California and Nevada State Line is the Boundary as run by the State Authorities of those States and is here shown as an Exhibit only.

The above Map of Township N°19 N.R. N°18 E. M.D.M. is strictly conformable to the field notes of the surveys, that are in this Office, which have been examined and approved

Surveyor Generals Office
San Francisco California
September 27th 1865

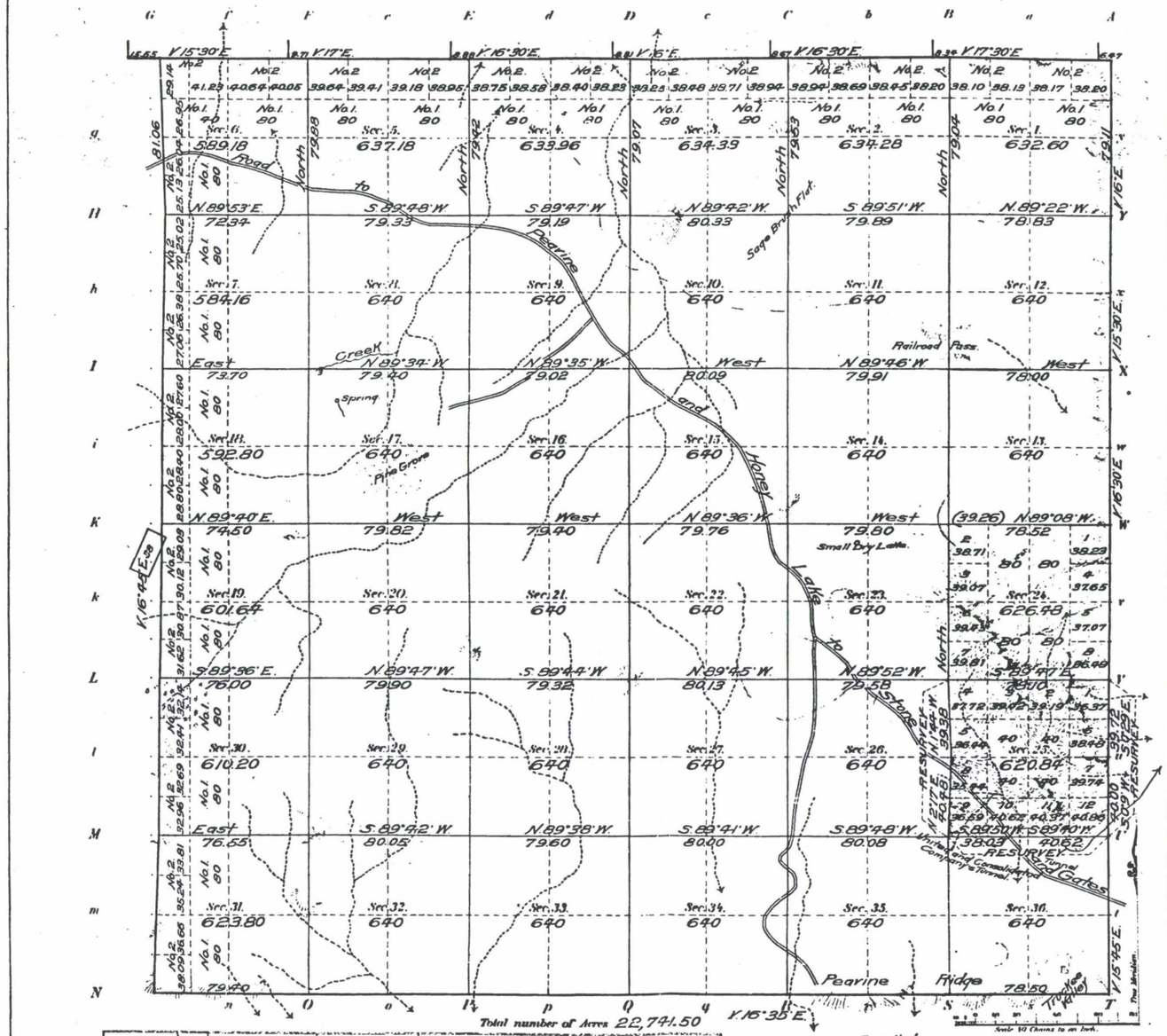
(SIGNED)
L. Upson
Surv Gen'l for California & Nevada

Certificate.

I hereby certify that this is a true and correct copy of the original Map on file in this office
U.S. Surveyor Generals Office.
Reno, Nevada April 2d 1904.

Matthew Kyle
U.S. Surveyor General for Nevada

Township No. 20 North, Range No. 19 East, Mt. Diablo Meridian Nevada.



Surveys Designated	By Whom Surveyed	Date of Contract	Amount of Surveys M. Chs. Lks.	When Surveyed	
Township lines Subdivisions					

Meanders of

Posts	Courses	Ch's Lk's	Posts	Courses	Ch's Lk's	Posts	Courses	Ch's Lk's

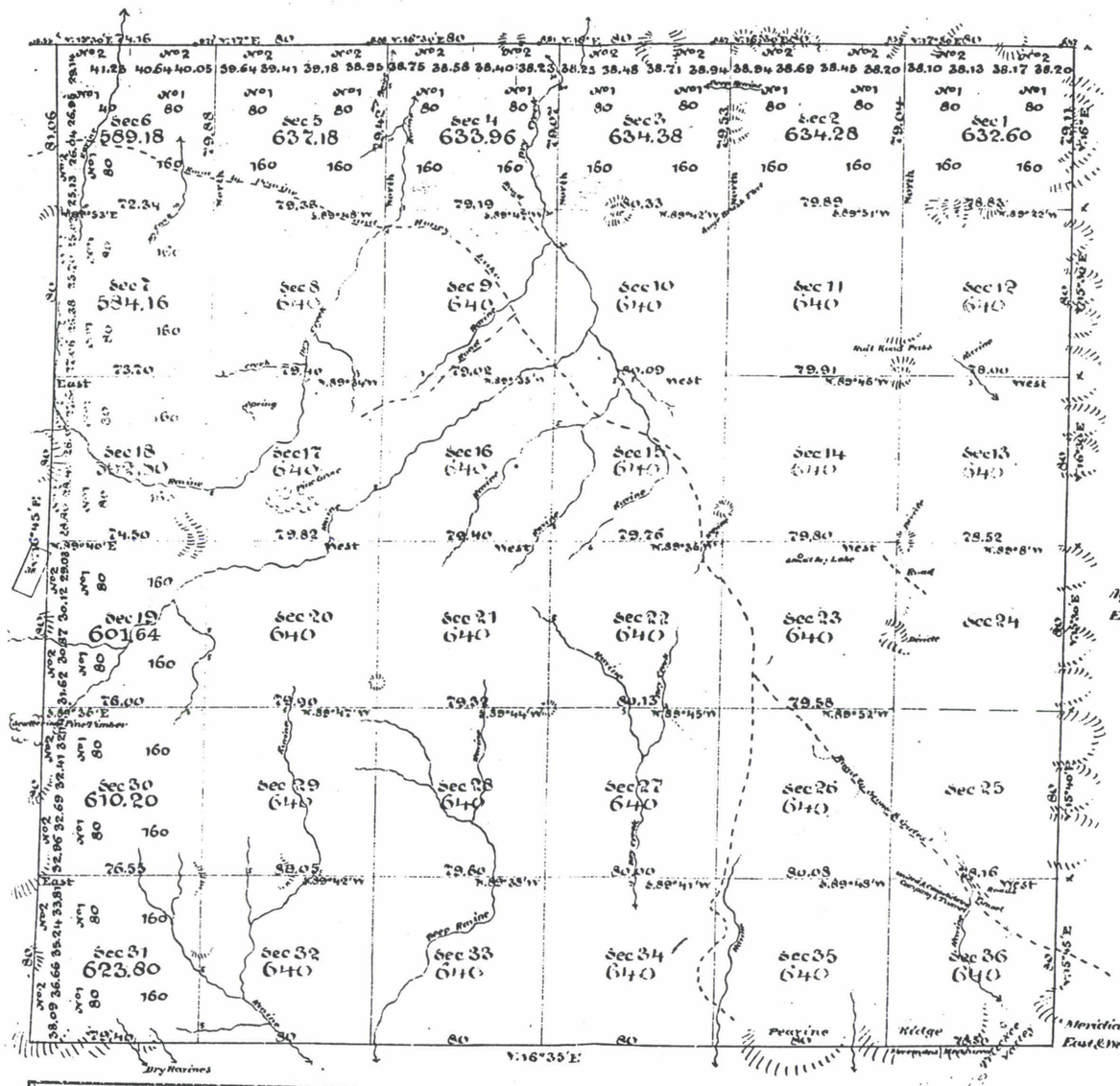
Latitude 39°39' N.
Longitude 119°46' W.
Mean mag dect 17°10' E.
Meridian Lines run with a Var. of 16°38' East

Compiled
The above Map of Township No. 20 N. of Range No. 19 E.
Mt. Diablo Meridian Nevada, is strictly conformable to the field notes of the survey thereof on file in this Office, which have been examined and approved.

Surveyor General's Office,
Reno, Nevada, May 25, 1908.

Surv. Gen'l

Township Nº 20 North Range Nº 19 East Mount Diablo Meridian



Aggregate Area of Public Land	21491.52 Acres
Estimated " " Mineral "	1280.00 "
Aggregate	22774.52 "

Meridian lines run with a variation of 16°38' E
East & West " " " " " 17°36' E

Surveys Designated	By whom surveyed	Date of Contract	Amount of Surveys	When surveyed
North boundary of Township	Butler Ives	July 15th 1861		1861
East " " "	James S. Lawton	Sept. 14th 1861		1862
South " " "	E. H. Dyer	Oct. 6th 1862		1862
West " " "	Johnson W. Flournoy	June 2nd 1865 & Special Inst. May 13th 1865	6 Mls 1 Ch 06 Lks	1865
Section lines	" " "	" " " " " " " "	58 " 38 " 14 "	Aug. 29th 1865

The above Map of Township Nº 20 North, Range Nº 19 East, Mount Diablo Meridian is strictly conformable to the field notes of the Surveys thereof, on file in this Office, which have been examined and approved

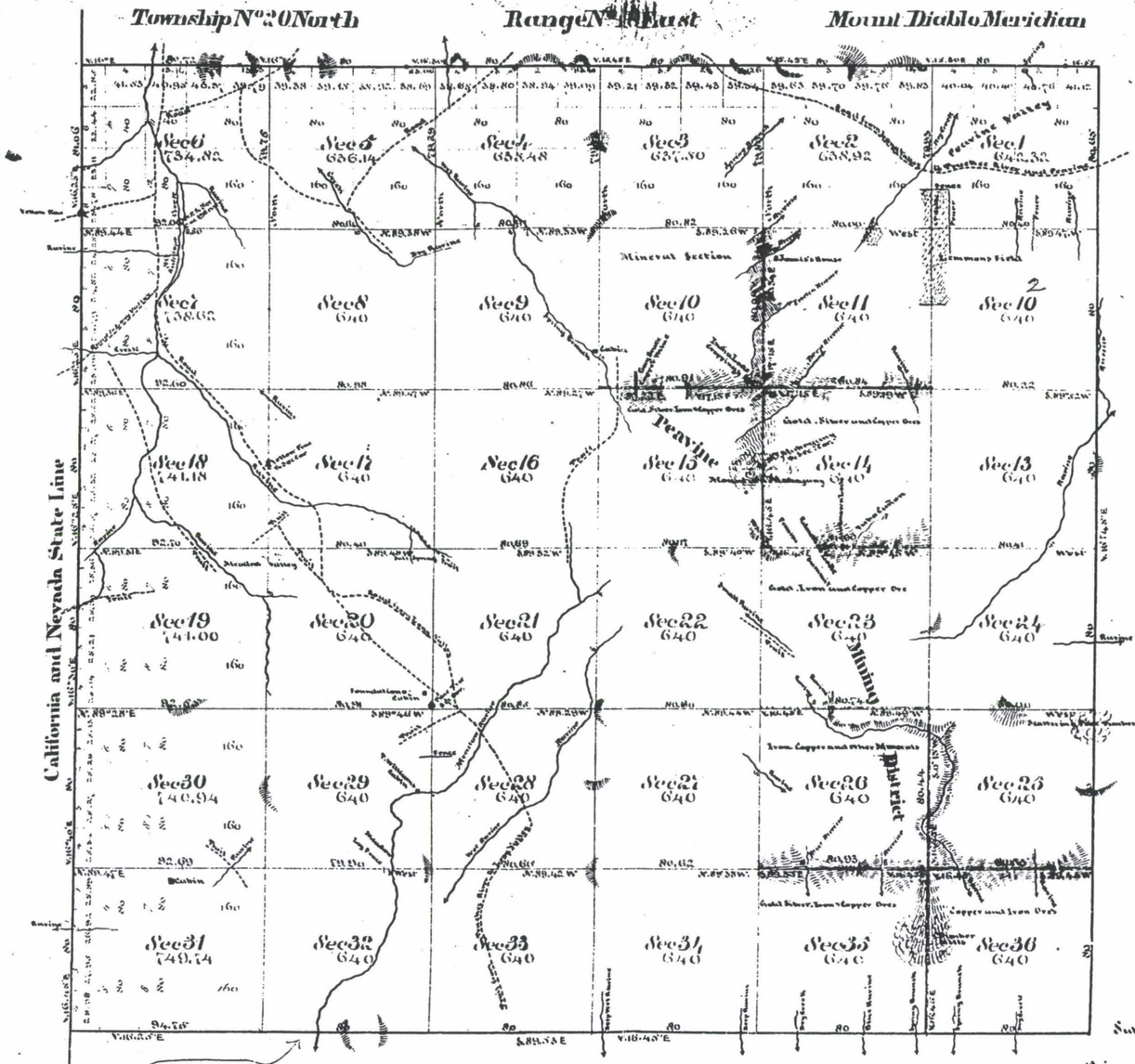
Surveyor Generals Office
San Francisco California
October 2nd 1865

Surv. Gen. Cal., and Nevada.

T. 20 N., R. 19 E.

0096

Township N°20 North Range N°18 East Mount Diablo Meridian



Aggregate Area of Public Land 23.636.66 Acres

Note, The line marked as California and Nevada State Line is the boundary as run by the State Authorities of those States and is here shown as an Exhibit only.

Subdivision Lines not otherwise noted run With a Variation of 16° 45' East

Surveys Designated	By Whom Surveyed	Date of Contract	Amount of Surveys	When Surveyed
North Boundary of Township	Charles Ayres	July 15th 1861		1861
East & South " "	S.W. Foreman	June 27th 1864 Special Inst. May 15th 1865	12 m. 15 ch. 40 lks.	1868
West boundary (of Meandering State Line)	" "	" " " " " "	6. 01. 06.	"
Section Lines	" "	" " " " " "	50. 70. 80.	"
Section " (Colored Blue)	A.J. Hatch	September 28th 1867	10. 06. 28	October 28th 1867

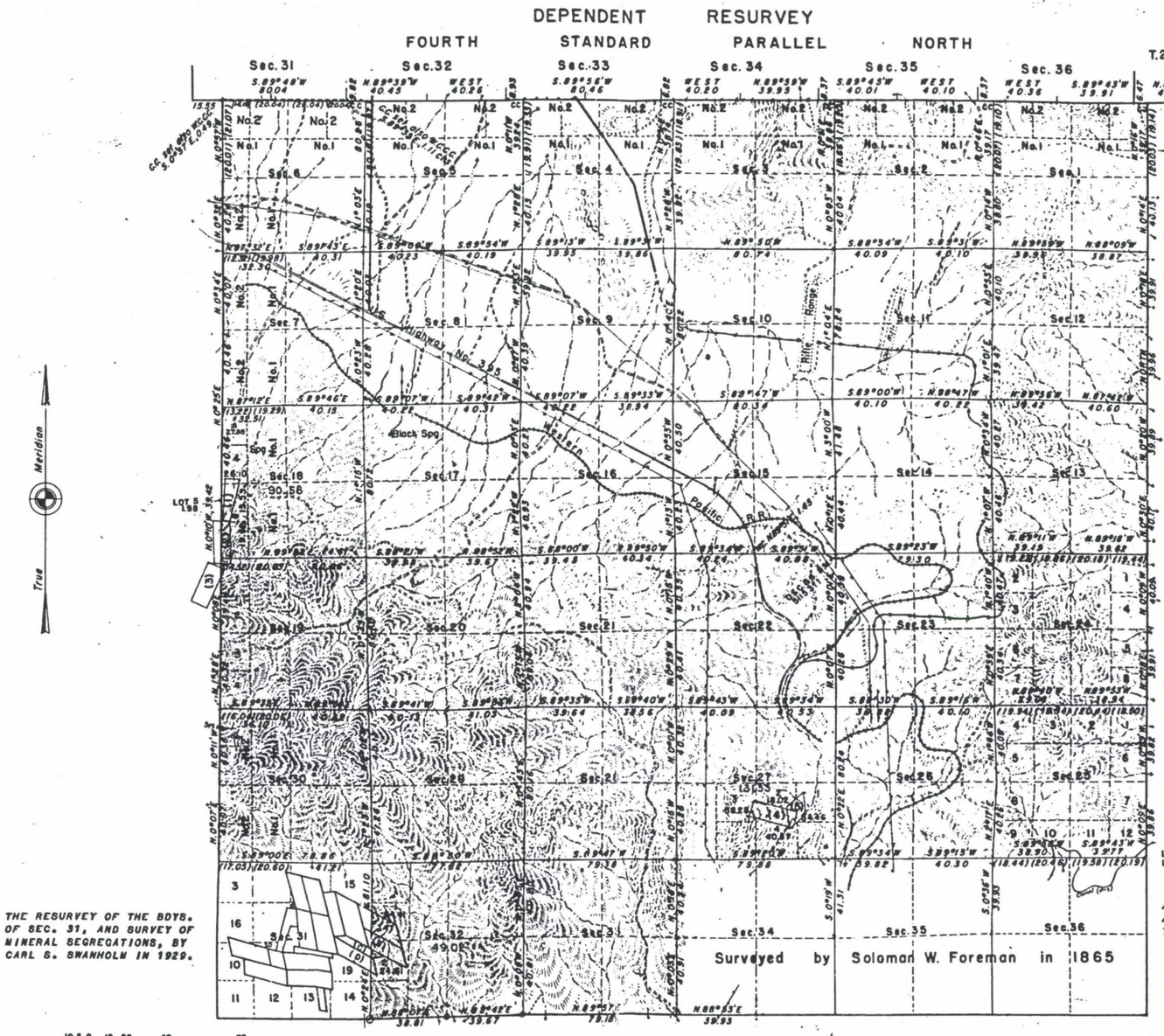
The above Map of Township N°20 North Range N°18 East Mount Diablo Meridian is strictly conformable to the field notes of the surveys thereon, on file in this Office, which have been examined and approved.
U.S. Surveyor General's Office
Virginia City, Nevada
January 18th 1868

A.W. Stafford
U.S. Surveyor General Nevada

0031

TOWNSHIP Nº 20 NORTH, RANGE Nº 19 EAST, OF THE MOUNT DIABLO MERIDIAN, NEVADA.

DEPENDENT RESURVEY
FOURTH STANDARD PARALLEL NORTH



THE RESURVEY OF THE BDYS. OF SEC. 31, AND SURVEY OF MINERAL SEGREGATIONS, BY CARL S. SWANHOLM IN 1929.

Scale: 1 inch. equals 40 chains.

Mean Magnetic Declination, 18° 05' E.

LINES DESIGNATED	BY WHOM SURVEYED	GROUP NO.	DATE OF SPECIAL INSTRUCTIONS	WHEN SURVEYED BEGUN	WHEN SURVEYED COMPLETED
EXTERIORS: N.S.E.&W. BDYS.	CARL S. SWANHOLM	312	APRIL 23, 1941	OCT. 4, 1941	OCT. 22, 1942
SUBDIVISIONAL:	"	"	"	"	"

MEMORANDUM

THIS PLAT OF THE RESURVEY OF T. 20 N., R. 19 E., DELINEATES A RETRACEMENT AND REESTABLISHMENT OF THE LINES OF THE ORIGINAL SURVEY AS SHOWN UPON THE PLATS APPROVED OCT. 2, 1865, AND FEB. 19, 1907, IN THEIR TRUE ORIGINAL POSITION ACCORDING TO THE BEST AVAILABLE EVIDENCE OF THE POSITION OF THE ORIGINAL CORNERS; ALL DIFFERENCES BETWEEN THE MEASUREMENTS SHOWN ON THE ORIGINAL PLATS AND THOSE DERIVED IN THE RETRACEMENT HAVE BEEN DISTRIBUTED PROPORTIONALLY BETWEEN ACCEPTED CORNERS IN ACCORDANCE WITH SURVEYING RULES; REFERENCE WILL BE MADE TO THE ORIGINAL PLATS AND SUPPLEMENTAL PLATS DATED DEC. 9, 1903, APRIL 16, 1920, AND FEB. 24, 1931, FOR THE SHOWING OF THE AREAS AND MORE DETAILED DESCRIPTION OF THE VARIOUS SMALLER SUBDIVISIONS, EXCEPT WHERE NEW AREAS ARE SHOWN HEREON.

THIS RESURVEY WAS EXECUTED UNDER AUTHORITY OF THE COMMISSIONER'S LETTER 1842626 "E" DATED MARCH 20, 1941.

LIST OF MINERAL CLAIMS.

(1)	SURVEY NO. 4496		BEN HUR	LODE
(2)	"	"	SUNSET	"
(3)	"	" 38	POE	"
(4)	"	" 4210	NONA	"
(5)	"	"	ISABELLA	"

THE NUMERALS (1) TO (5) APPEARING IN THE MINERAL CLAIMS ON THIS PLAT HAVE REFERENCE ONLY TO THE ABOVE TABULATIONS.

LIST OF MINERAL SEGREGATION CLAIMS

(A) PINE HILL NO. 7
(B) PINE HILL NO. 8
(C) FERNDALE FRACTION
(D) FERNDALE

THE LETTERS (A) TO (D) APPEARING IN THE SEGREGATION SURVEYS ON THIS PLAT HAVE REFERENCE ONLY TO THE ABOVE TABULATIONS.

LATITUDE 39° 34' N.
LONGITUDE 119° 48' W.

AREA OF MINERAL SEGREGATIONS,	81.56 A.
AREA EXCLUSIVE OF MINERAL SEGREGATIONS,	20115.83 "
TOTAL AREA RESURVEYED,	20197.39 "

UNITED STATES DEPARTMENT OF THE INTERIOR
GENERAL LAND OFFICE

DENVER, COLORADO, AUGUST 2, 1943.

THIS PLAT OF TOWNSHIP NO. 20 NORTH, RANGE NO. 19 EAST OF THE MOUNT DIABLO MERIDIAN, NEVADA, IS STRICTLY CONFORMABLE TO THE FIELD NOTES OF THE SURVEY [illegible] WHICH HAVE BEEN EXAMINED AND

[illegible]
CHIEF SUPERVISOR OF SURVEYS

WASHINGTON, D.C., AUGUST 17, 1943.

THE SURVEY REPRESENTED BY THIS PLAT HAVING BEEN CORRECTLY EXECUTED IN ACCORDANCE WITH THE REQUIREMENTS OF LAW AND THE REGULATIONS OF THIS OFFICE, IS HEREBY ACCEPTED.

Thos. C. Havell
ACTING ASSISTANT COMMISSIONER

CSS

0102